

CID Further Studies

Summary of Findings

*Pioneer Square
Preservation Board
1/18/2023*

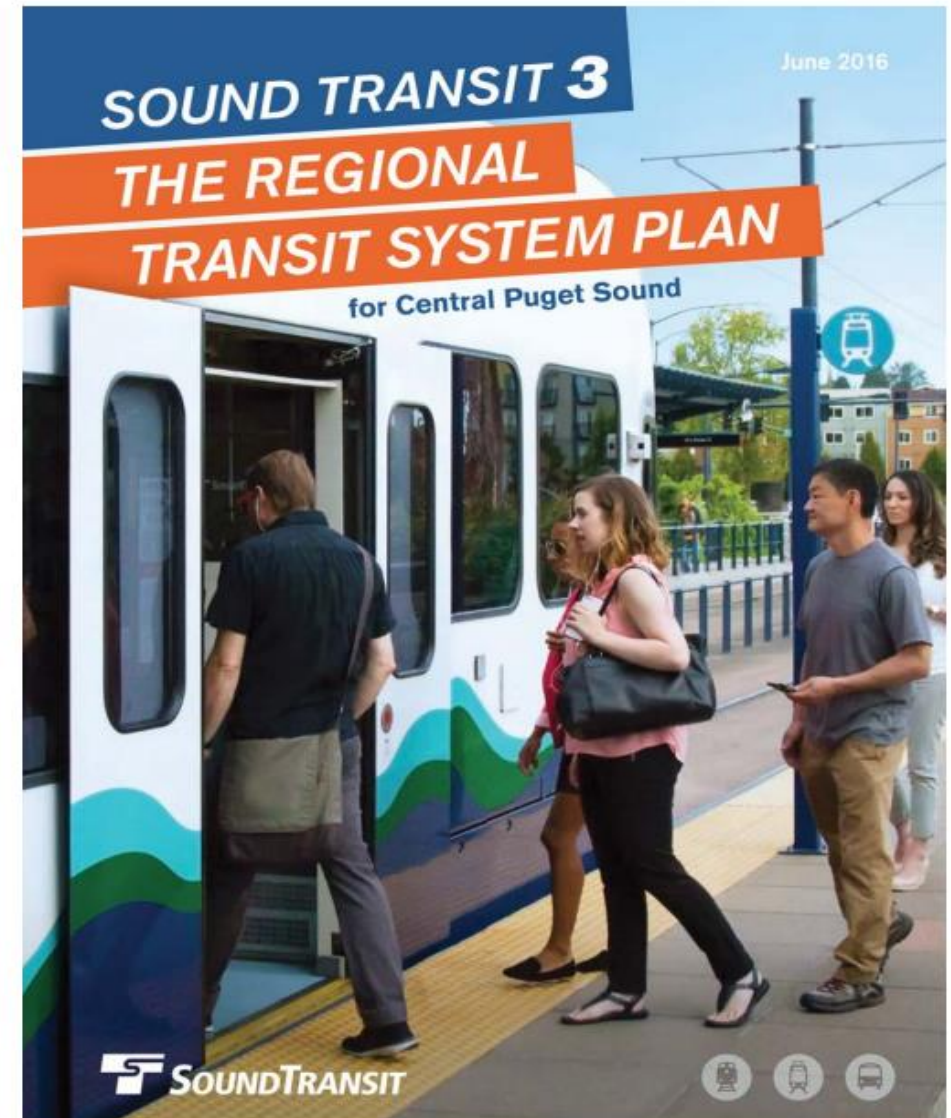
System Expansion: Connecting more people to more places

The West Seattle and Ballard Link Extensions (WSBLE) are part of Sound Transit 3 (ST3), the Regional Transit System Plan approved by voters in 2016. For WSBLE, the **ST3 plan identified the transit mode, geographic corridor and station areas** to be served as the “representative project.”

The representative project for WSBLE included:

- **West Seattle Link Extension:** Light rail from downtown Seattle to West Seattle with 4 new stations from SODO to the Alaska Junction.
- **Ballard Link Extension:** Light rail from downtown Seattle to Ballard, including a new downtown Seattle rail-only tunnel. Includes 9 new stations serving Chinatown-International District to Market Street in Ballard.

The representative project was the starting place for project development and planning efforts that kicked off in 2017.



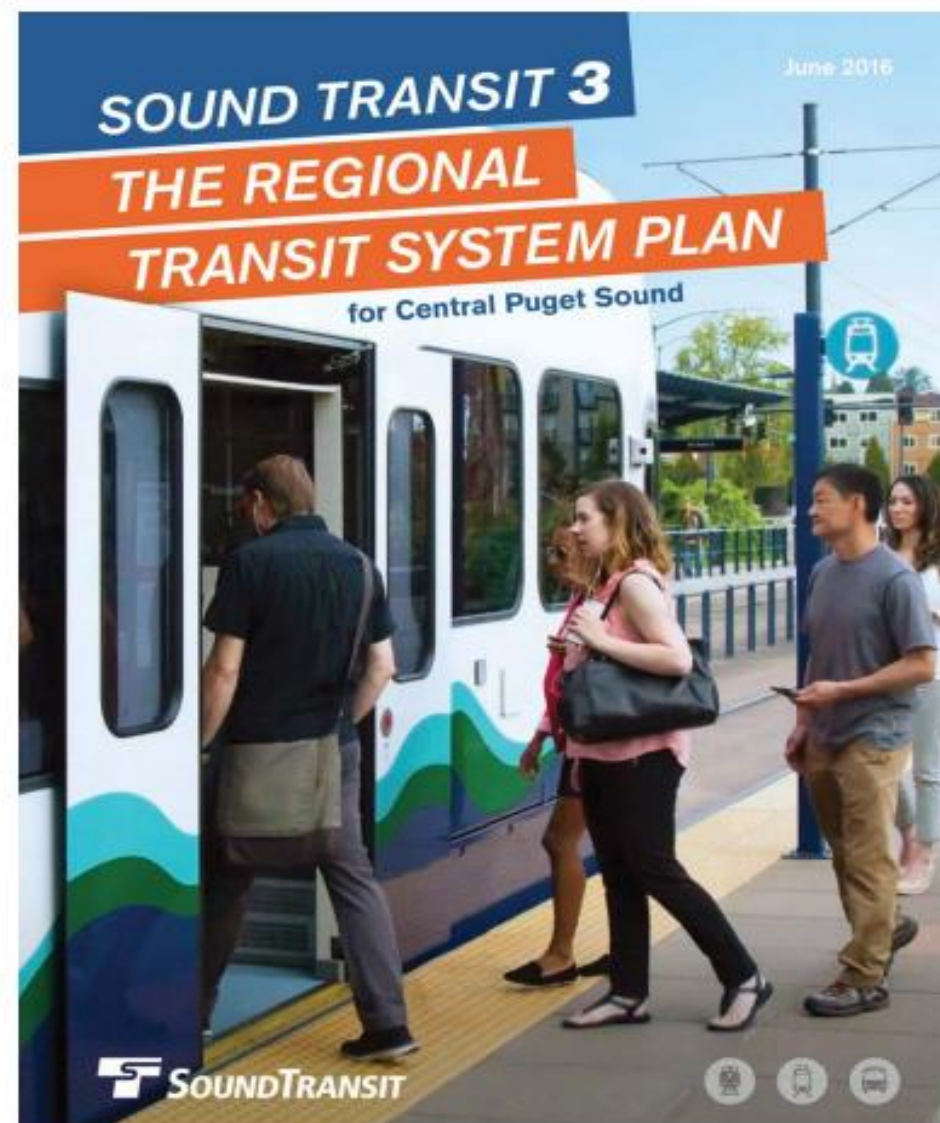
運輸系統擴展：為更多人提供四通八達的交通

West Seattle 和 Ballard Link 擴展項目 (West Seattle and Ballard Link Extensions, WSBLE) 是 Sound Transit 3 (ST3) 的一部分項目，是2016年經選民批准建設的區域運輸系統擴展項目。

WSBLE 的代表項目包括：

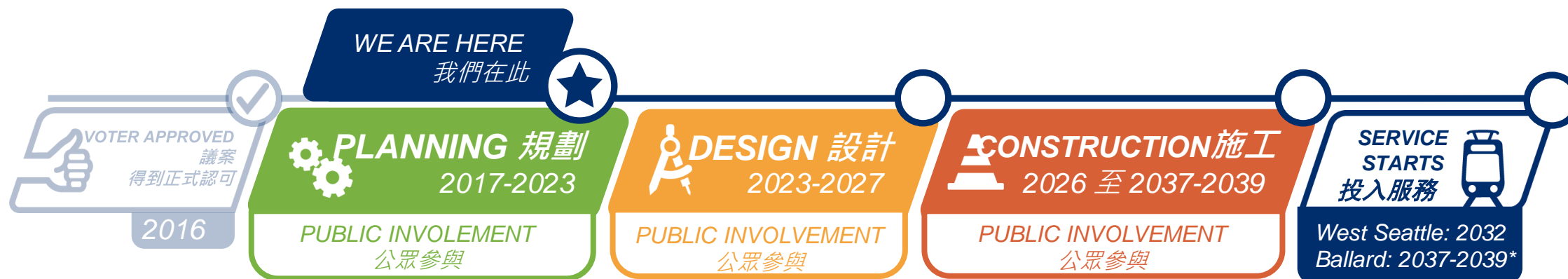
- **West Seattle Link 擴展項目**：Seattle 市中心到 West Seattle 的輕軌，自 SODO 至 Alaska Junction 設有4個新車站。
- **Ballard Link 擴展項目**：Seattle 市中心到 Ballard 的輕軌，包括一條新的 Seattle 市中心鐵路專用隧道。包括 9 個服務於 CID 唐人街-國際區到 Ballard Market Street 的新車站。

代表項目是於 2017 年啟動的項目開發和規劃工作的起點。



West Seattle and Ballard Link 擴展項目

Timeline 項目時間表



 **ST3
APPROVED**

2016



PLANNING

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives



2019–2023

Environmental review

Early 2022: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives

2023: Publish Final EIS

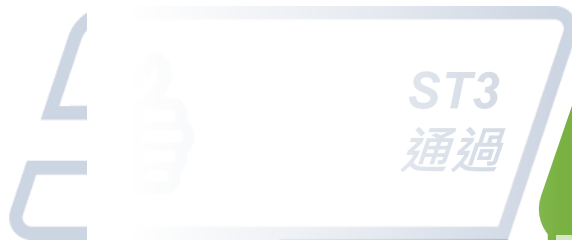
Board selects projects to be built

Federal Record of Decision

PUBLIC INVOLVEMENT



DESIGN



2016



PLANNING 規劃



設計

2017–2019

研發備選方案

- ✓ 2018年2-3月:
早期範圍界定
- ✓ 2019年2-4月:
範圍界定
- ✓ 2019年5-10月:
委員會確定了首選方案
和其他DEIS備選方案



2019–2023

環境審查

2022年早期: 發佈EIS草案

公眾意見徵詢期

Sound Transit 委員會確認或修改首選方案。

2023: 發佈EIS終案

Sound Transit 委員會選擇要建設的項目

聯邦運輸委員會發佈決議記錄

公眾參與

委員會動議 M2022-57號

Sound Transit委員會確定或修改了West Seattle和Ballard Link擴展項目中EIS終案的首選輕軌路線和車站位置，並要求在**某些領域進一步研究**，為委員會未來可能採取的其他行動提供補充資料，以確認或修改首選方案。

Confirms or modifies the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting **further studies in some areas** to inform potential additional future Board action to confirm or modify the Preferred Alternative.

CID 唐人街/國際區互動參與過程

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

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聯合車站和廣場激活

*Union Station and plaza
activation*

聯合車站和廣場激活

Union Station and plaza activation

諮詢會
社區目標和價值觀

Open House
Neighborhood
goals and values

研討會一
你想看的活動

Workshop #1
Activities you
would like to see

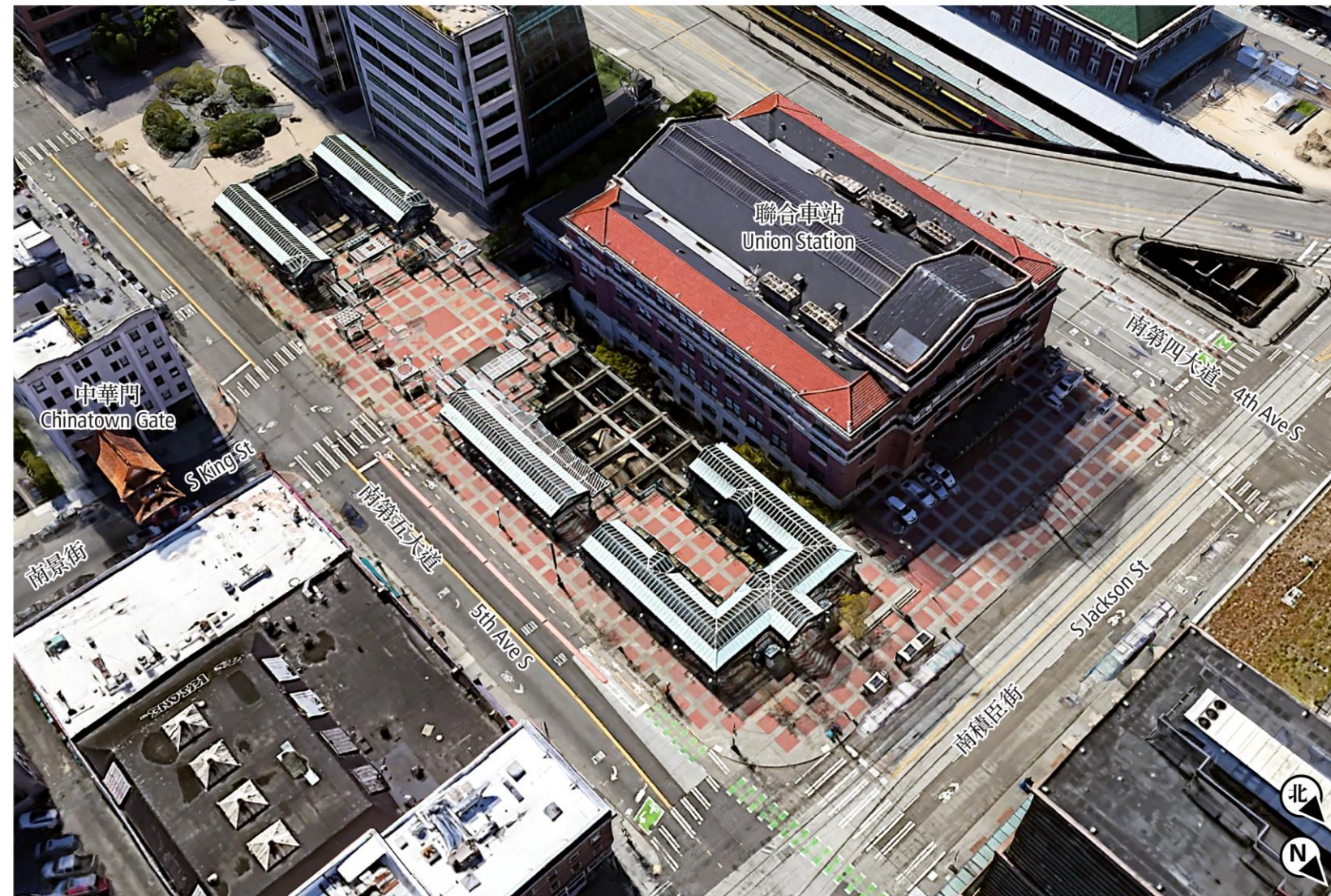
研討會二和三
定位活動

Workshop #2 & #3
Locating activities

研討會四
工作總結

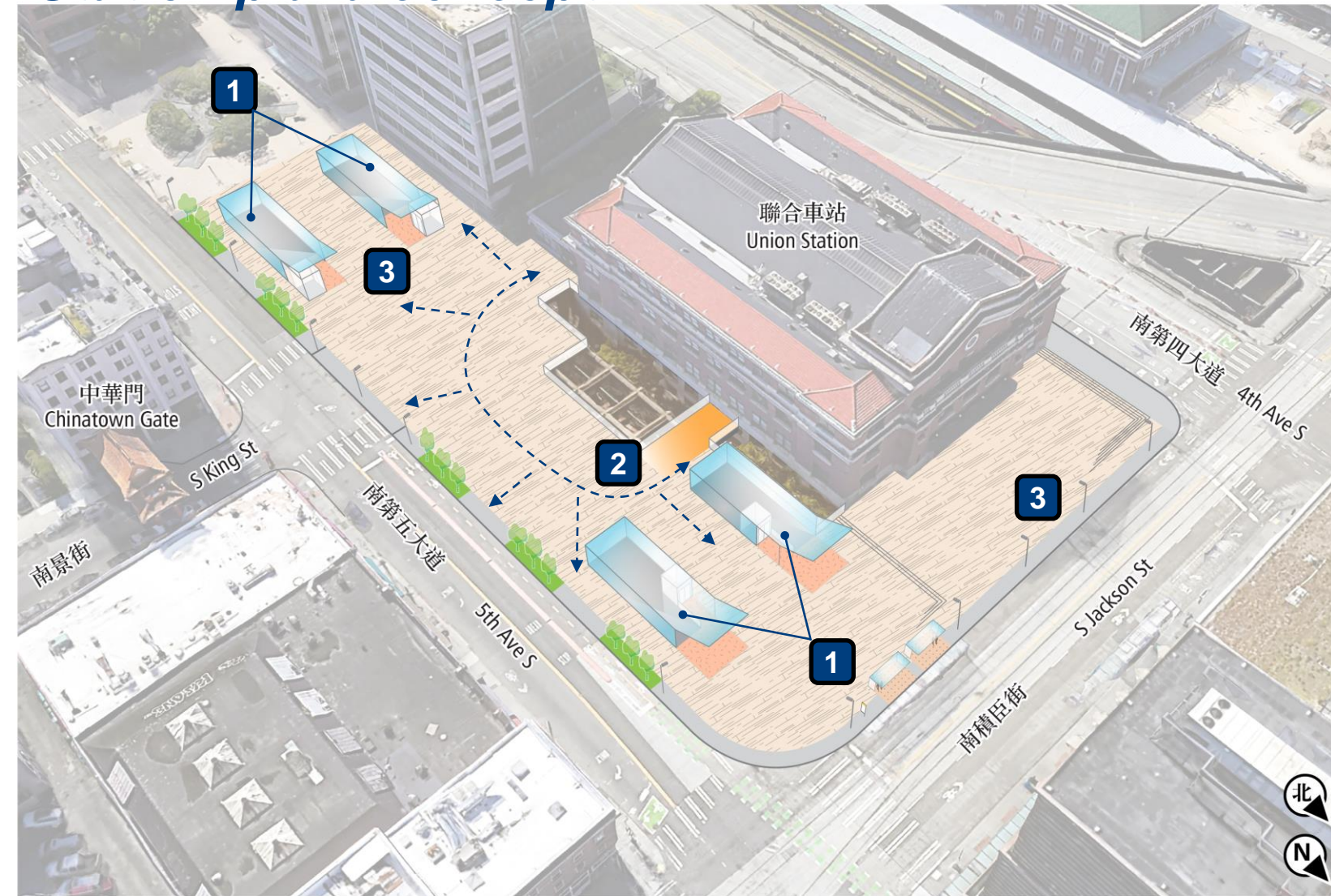
Workshop #4
Summarizing
the work

現有車站廣場 Existing Station Plaza



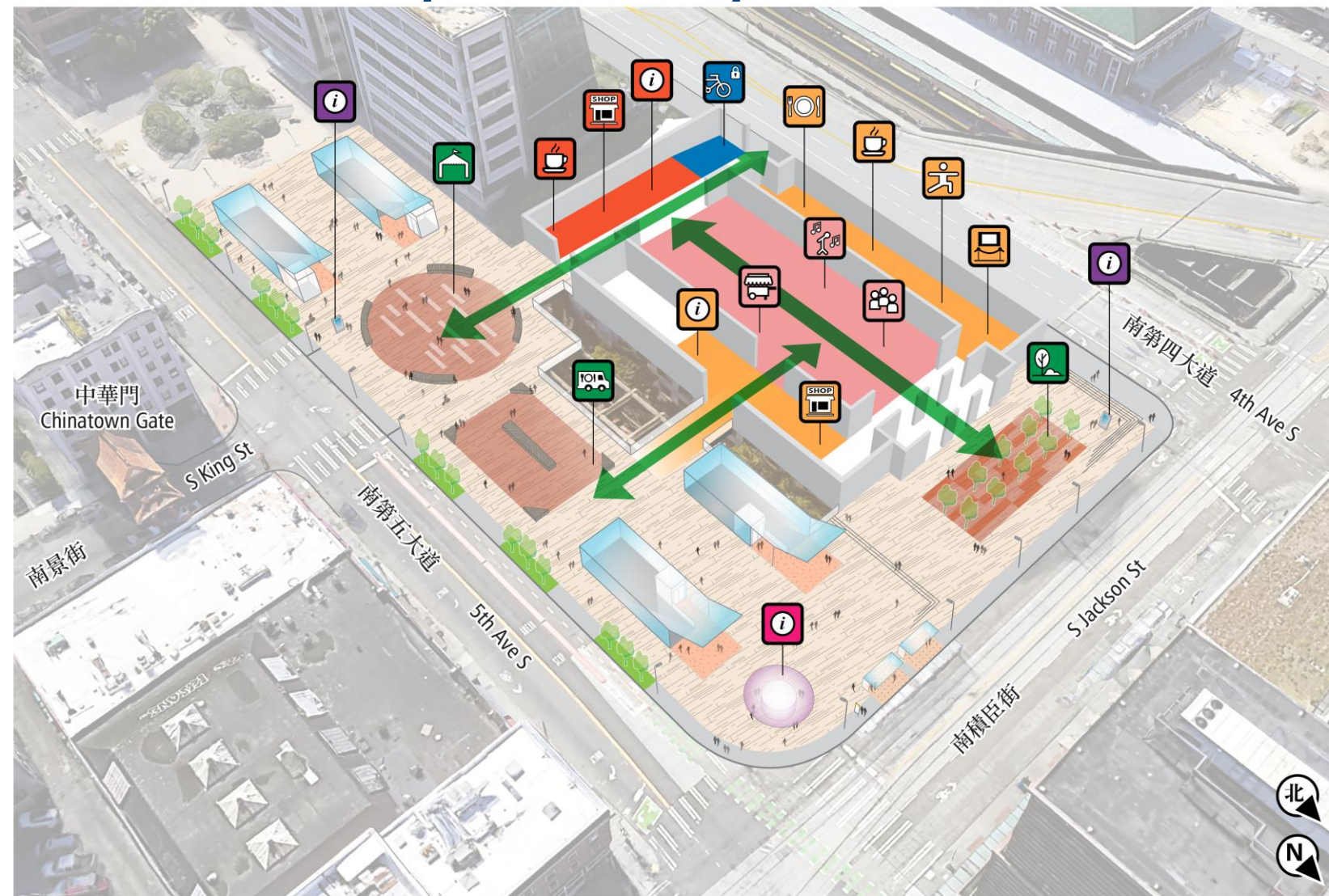
新車站廣場構思

Station plaza concept



- 1** 更換車站出入口簷篷
Replace station entry canopies
- 2** 打通廣場並連接到聯合車站建築物東面表面
Open up plaza and connect into Union Station east facade
- 3** 安裝新的統一路面和照明格式
Install new unified paving and lighting scheme

Union Station, plaza concept and uses



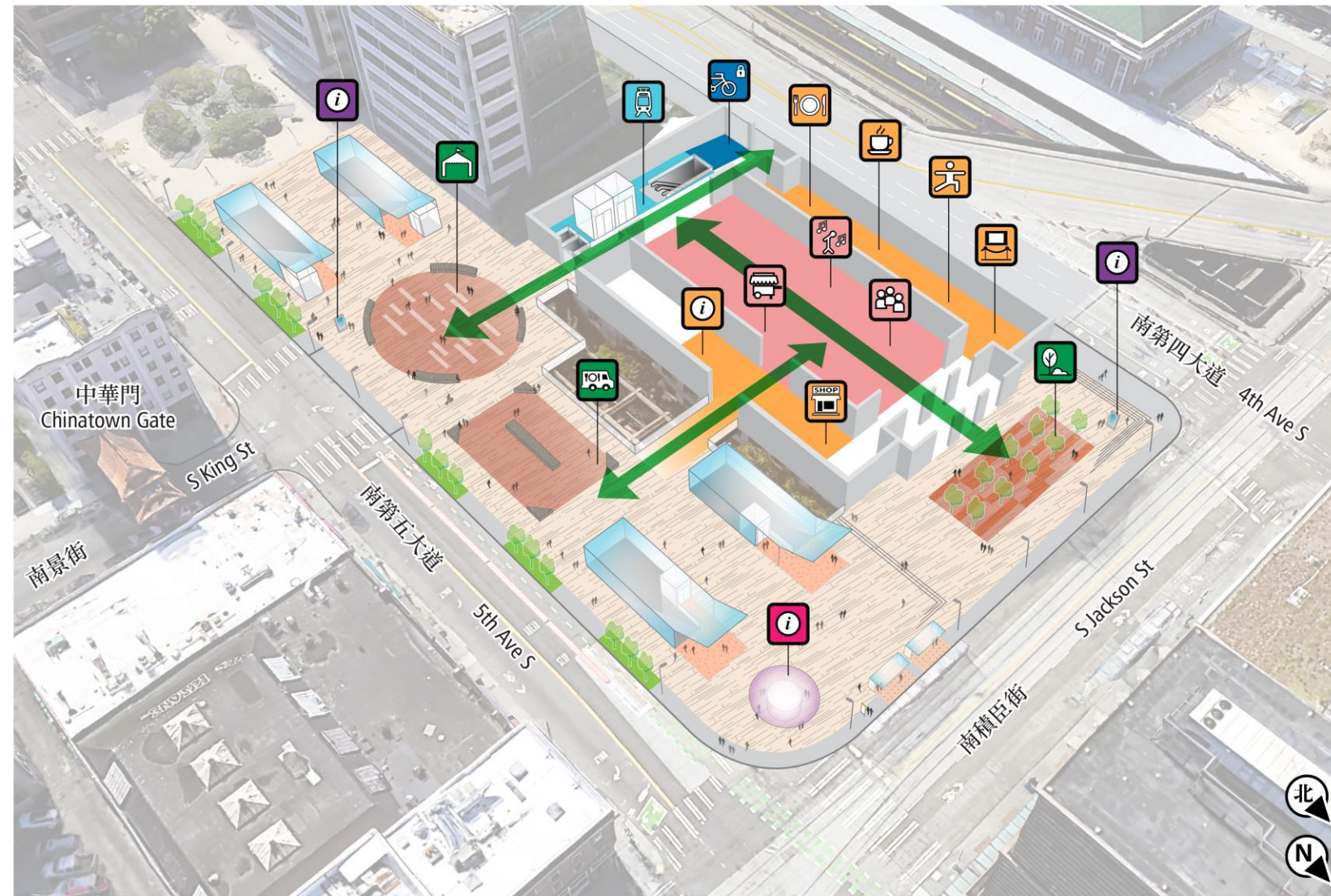
聯合車站內 Inside Union Station



車站廣場 Station plaza



Union Station, plaza concept and uses – with 4th Ave station entrance



聯合車站內 Inside Union Station

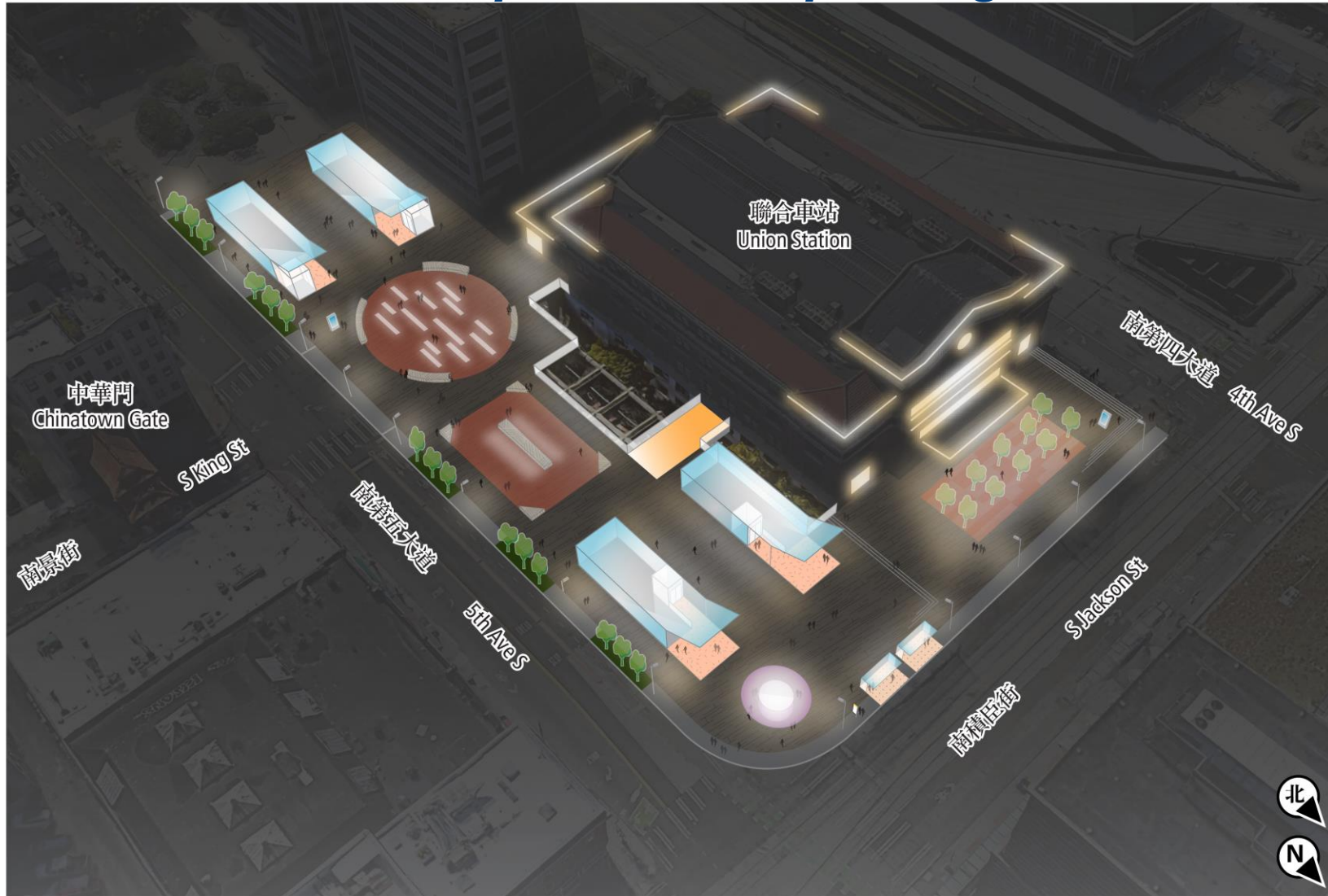
	社區活動 Community events		餐廳 Dining
	音樂/表演 Music/performance		小食/咖啡店 Cafe
	零售/餐車 Vending/food carts		活動興趣班 Classes
	公共單車存放處 Public bike storage		展覽廳 Gallery
	第四大道車站出入口 4th Ave station entrance		快閃活動 Pop-ups
			詢問處 Kiosk

車站廣場 Station plaza

	<p>行人導向標示</p> <p>Wayfinding</p>		<p>季節性市場/飲食/ 座位區</p> <p>Seasonal market/ food/seating</p>
	<p>公用廣場/ 園林景觀/藝術</p> <p>Open plaza/ landscape/art</p>		<p>室外活動/表演/ 彈性空間</p> <p>Events/performance/ flexible space</p>
	<p>詢問亭(有當席人員)</p> <p>Kiosk (with staff)</p>		

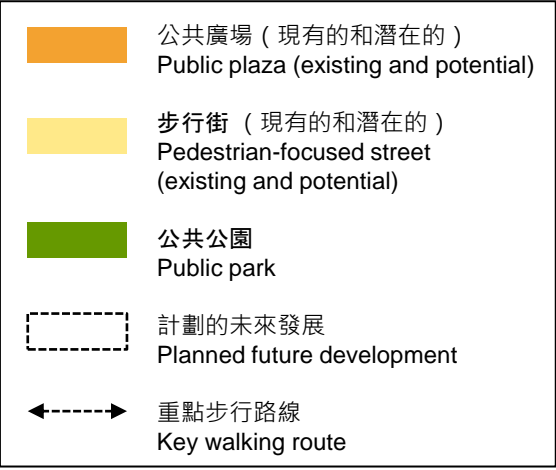
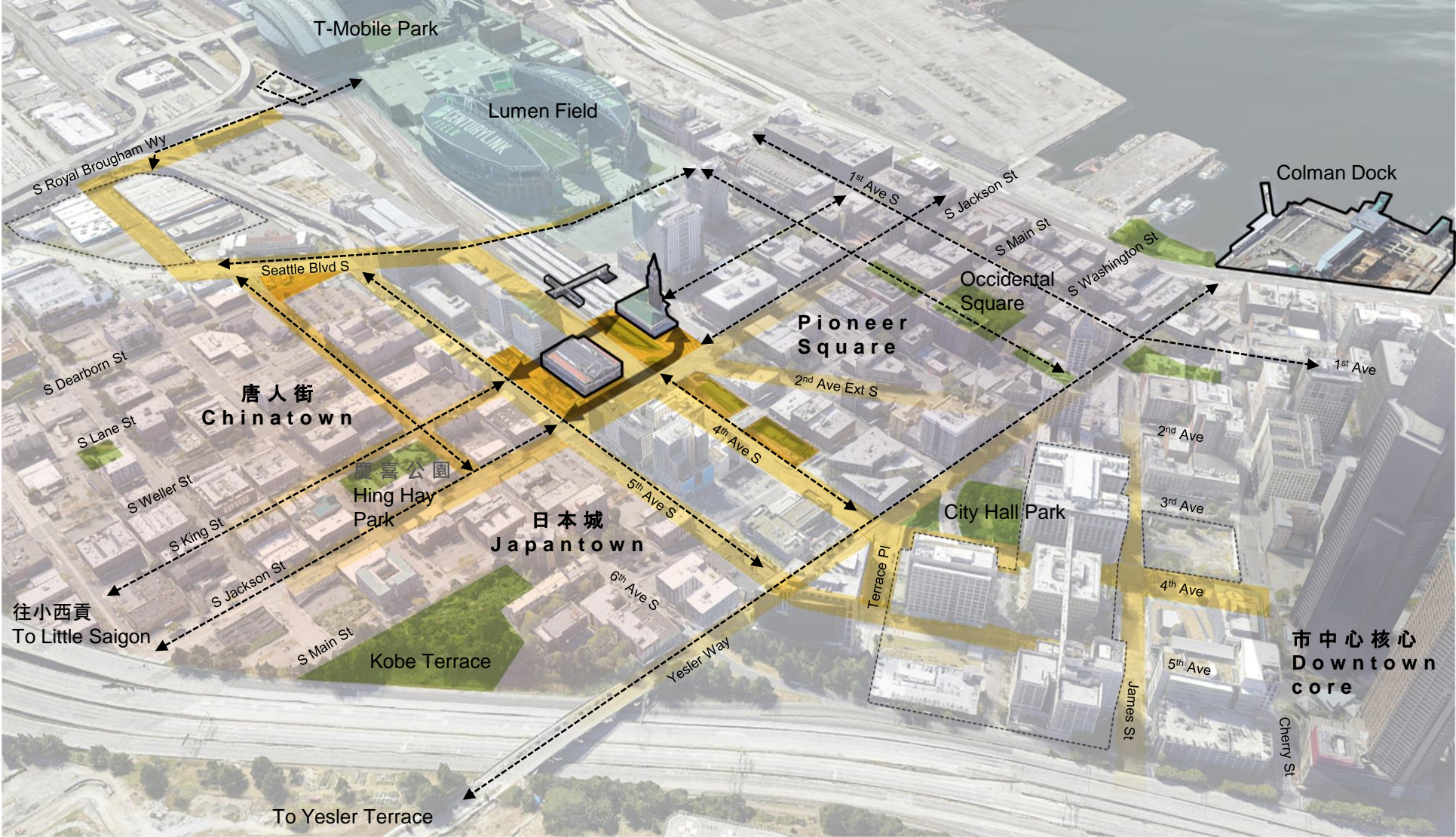
聯合車站和廣場概念——夜間方案

Union Station and plaza concept – night scheme



歷史悠久的車站樞紐和連接社區

Historic station hub and neighborhood connections



進一步研究總結：

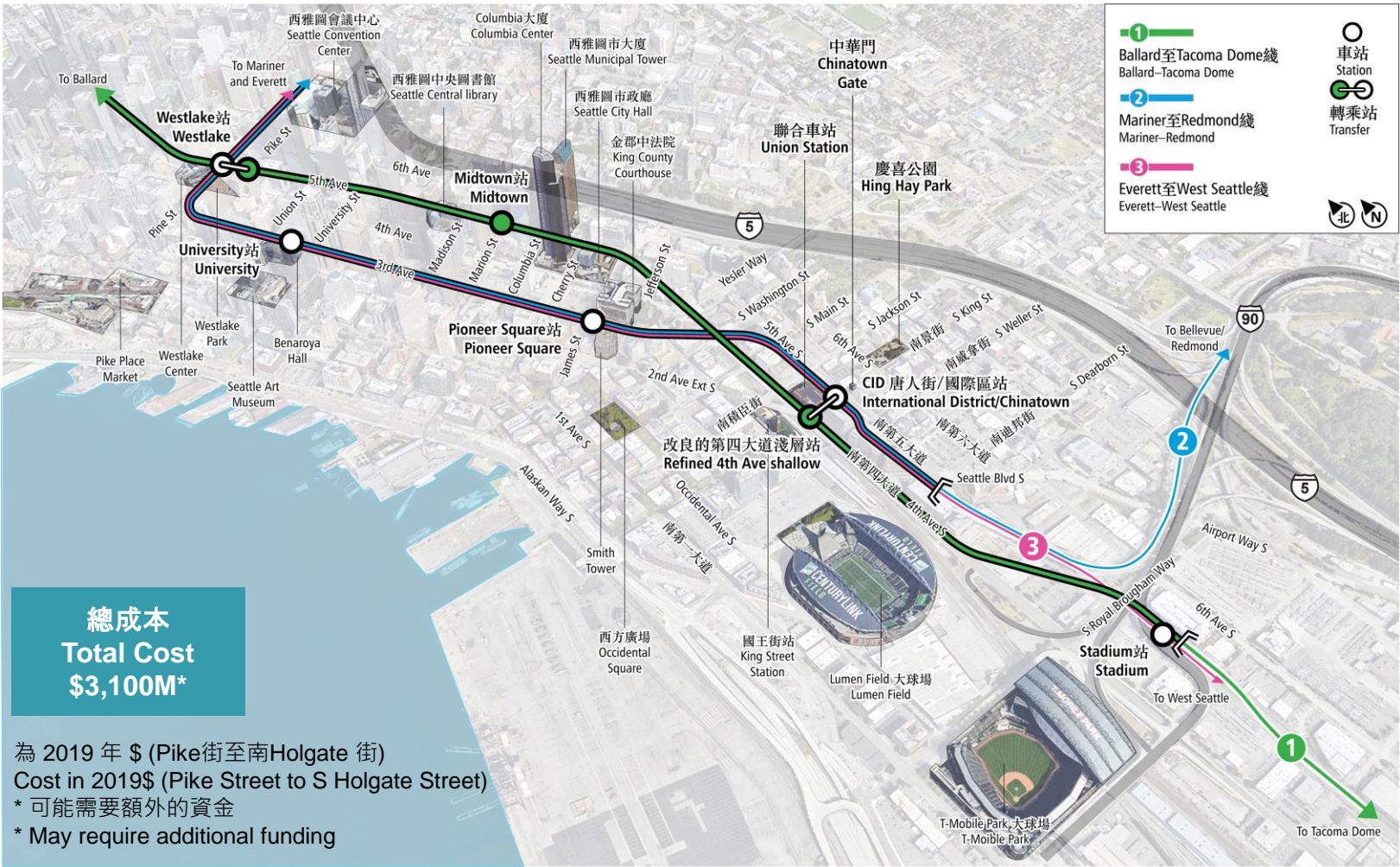
改良的第四大道淺層站 + Midtown站

Further study summary:

Refined 4th Shallow + Midtown

改良的第四大道淺層站 + Midtown站

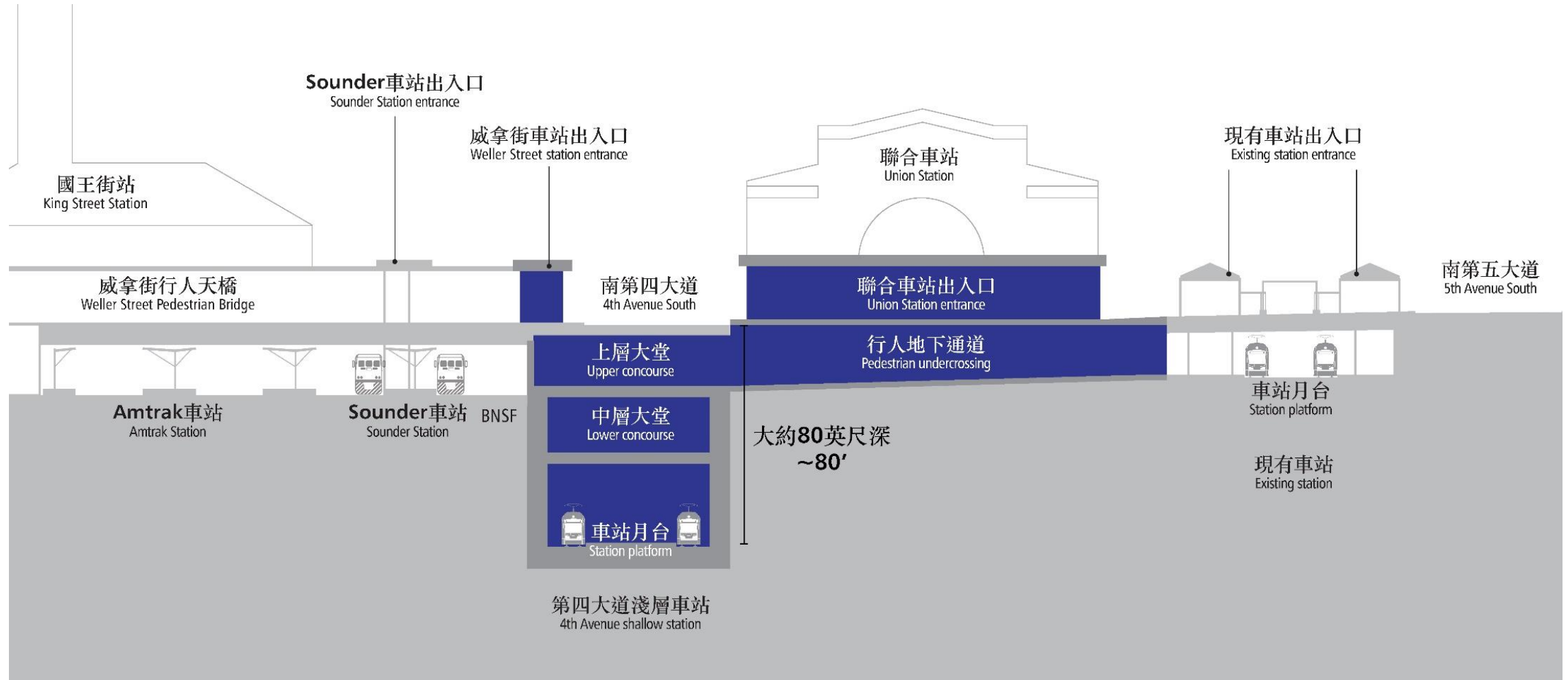
Refined 4th Ave Shallow + Midtown



載客量和乘客體驗 Ridership and passenger experience		
一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations		55,000 乘客 passengers
第四大道淺層站換乘時間 Transfer time at 4th Ave Shallow		3分 10 秒 3m 10s
車站深度 Station Depth		
Midtown 站 Midtown		195-205 英尺 feet
第四大道淺層站 4th Ave Shallow		80 英尺 feet
社區和區域交通連接 Community and regional access		
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station		39 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station		46 分鐘 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City		41 分鐘 minutes

第四大道淺層方案:車站佈局

4th Ave Shallow: station layout



第四大道淺層方案 - 施工要點與支援策略

4th Avenue Shallow - construction key findings and supporting strategies

要點 Key finding

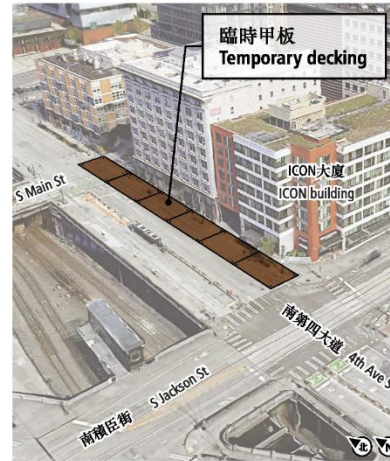
1

可將ICON居民遷移期間從4年減少到兩次，每次為期2個月
ICON displacements can be reduced from 4 years to two 2 months periods

支援策略 Supporting Strategies

1a

在第四大道安裝臨時甲板，允許地下施工繼續進行
Install temporary decking on 4th Avenue to allow construction below grade to continue



要點 Key finding

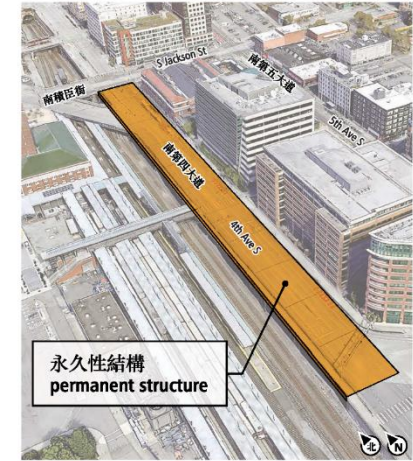
3

第四大道部分車道關閉時間可縮短近1年
Reduction in duration of partial closure on 4th Avenue by 1 year

支援策略 Supporting Strategies

3a

分段施工放棄採用臨時甲板，為第四大道高架橋建造永久結構
Stage construction without temporary decking. Build permanent structure for 4th Ave viaduct



要點 Key finding

2

通過一系列策略可減少施工時的噪音和空氣質量影響
Reduction in noise and air quality construction effects through a range of strategies

支援策略 Supporting Strategies

2a

盡量減少空氣質量影響的措施（包括覆蓋卡車裝載、卡車引擎空轉限制、車輪清洗等）
Measures to minimize air quality impact (cover truck loads, truck idling restrictions, wheel washing, etc.)

2b

盡量減少噪音影響的措施（隔音屏障，盡可能讓嘈雜的設備和活動遠離噪音敏感地點等）
Measures to minimize noise impact (noise barriers, keep noisy equipment and activities away from noise-sensitive locations as much as possible, etc.)



要點 Key finding

4

可減少對BNSF鐵路的潛在影響，但將建設工期延長1年
Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year

支援策略 Supporting Strategies

4a

使用不同的施工方法來支撐開挖牆（例如改用割線樁牆而不採用泥漿牆）
Use different construction method for support of excavation walls (such as secant pile walls instead of slurry walls)



第四大道淺層方案 - 交通要點與潛在策略

4th Avenue Shallow - traffic key findings and potential strategies

要點 Key finding

1

大量行駛交通需要繞道到其他地方
Substantial traffic would need to divert elsewhere

潛在策略 Potential Strategies

1a

將行駛交通轉移到其他道路，例如 SR 99、I-5、Alaskan Way和第一大道
Divert traffic to other roadways such as SR 99, I-5, Alaskan Way, and 1st Ave

1b

探索增加繞行路線交通流量的潛力
Explore potential to add capacity to detour routes

1c

探索建造臨時 I-5 逆流車道想法以舒緩繞行路線上增加的行駛交通
Explore ideas such as creating a temporary I-5 contraflow lane to accommodate increased traffic on detour routes

1d

提供交通信息，乘搭其他交通工具改動的資訊，和增強使用其他交通工具服務
Provide information, access, and enhancement to other modes

要點 Key finding

2

巴士路線和街車服務將受到影響
Transit routes and streetcar service would be impacted

潛在策略 Potential Strategies

2a

指定一條巴士專用的走廊（即第五大道）以保持巴士服務速度並提供CID唐人街-國際區巴士服務
Designate a dedicated transit corridor (i.e., 5th Ave) to maintain transit speeds and provide access to CID

要點 Key finding

3

行人繞路會增加步行時間5-10分鐘
Detours could add 5-10 minutes to walk time

潛在策略 Potential Strategies

3a

辨認行人繞行路線
Identify pedestrian detour routes

3b

興建臨時行人道和行人過馬路橫道，方便行人出行
Construct temporary pathways and crosswalks to facilitate pedestrian travel

3c

在威拿街人行天橋關閉期間探索替代行人通道
Explore alternative pedestrian pathway while Weller St Bridge is closed

要點 Key finding

4

如果不採取緩解措施，高峰時段可能會有 160-180 輛車分流到CID唐人街-國際區裡
Without mitigating measures, an additional 160-180 vehicles may divert into CID neighborhood during peak hour

潛在策略 Potential Strategies

4a

將CID唐人街-國際區內部分區域指定為商業和當地人出入的專用區
Designate portion of CID as business and local access only zone

4b

探索限制行駛穿過交通的方法，例如轉彎限制和/或交通分流
Explore ways to limit through traffic, such as turn restrictions and/or traffic diverters

要點 Key finding

5

在大型活動期間，多條道路和人行道流量將達至/超出能力負荷
Multiple roadways and sidewalks would be at/over capacity during large events

潛在策略 Potential Strategies

5a

鼓勵使用其他交通模式（其他公共交通工具，多人乘坐私家車，等等）
Encourage use of other modes (transit, carpool, etc.)

5b

在Lumen Field大球場以西和以北提供停車選擇，以防止交通進入CID唐人街-國際區/施工區域
Provide parking options west and north of Lumen Field to keep traffic out of CID/construction area

5c

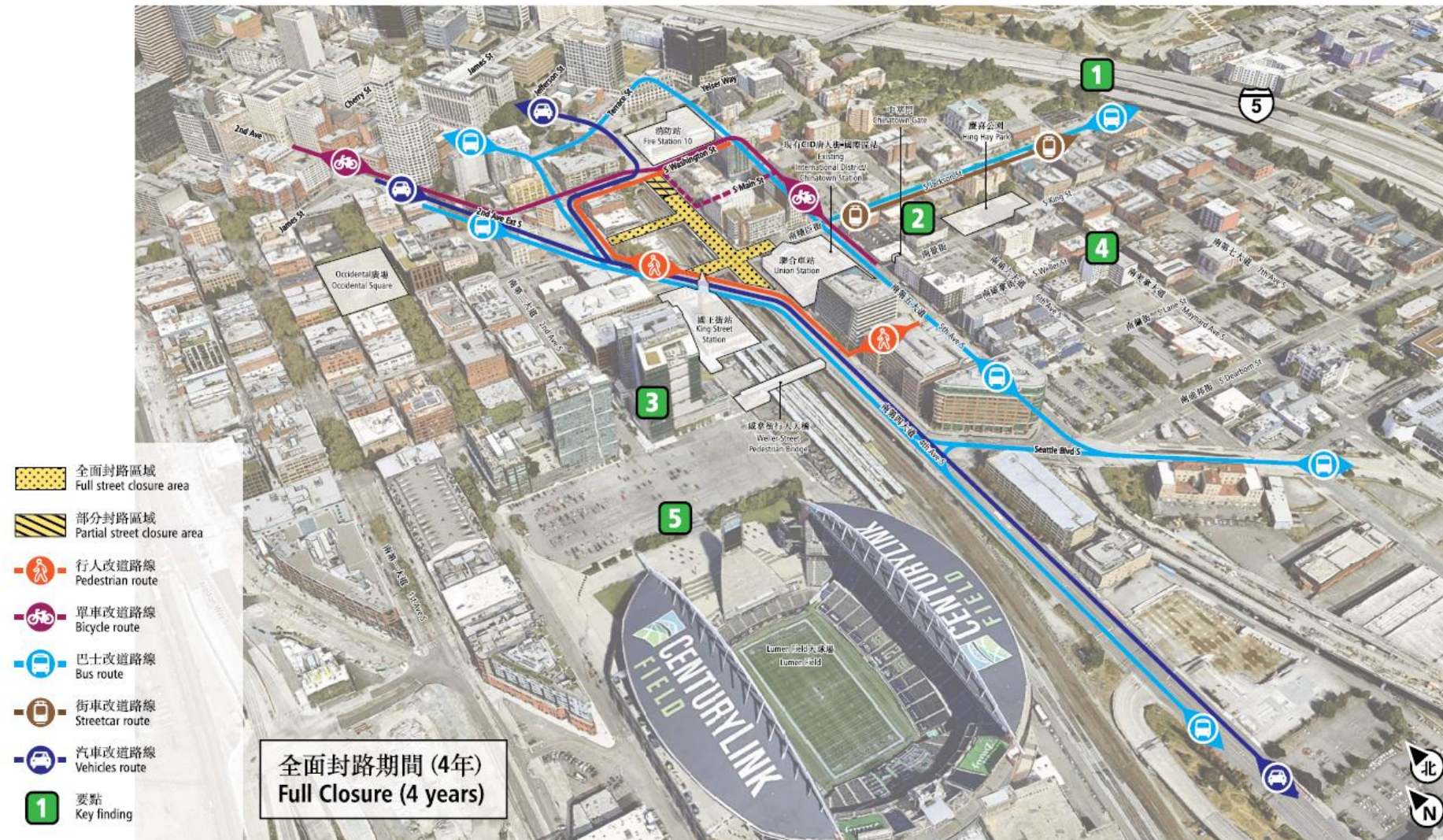
實施方法以防止私人汽車停泊在CID唐人街-國際區內
Implement methods to prevent event parking within CID

5d

實施比賽日繞行路線和需求管理策略
Implement game day detour routes and transportation demand management strategies

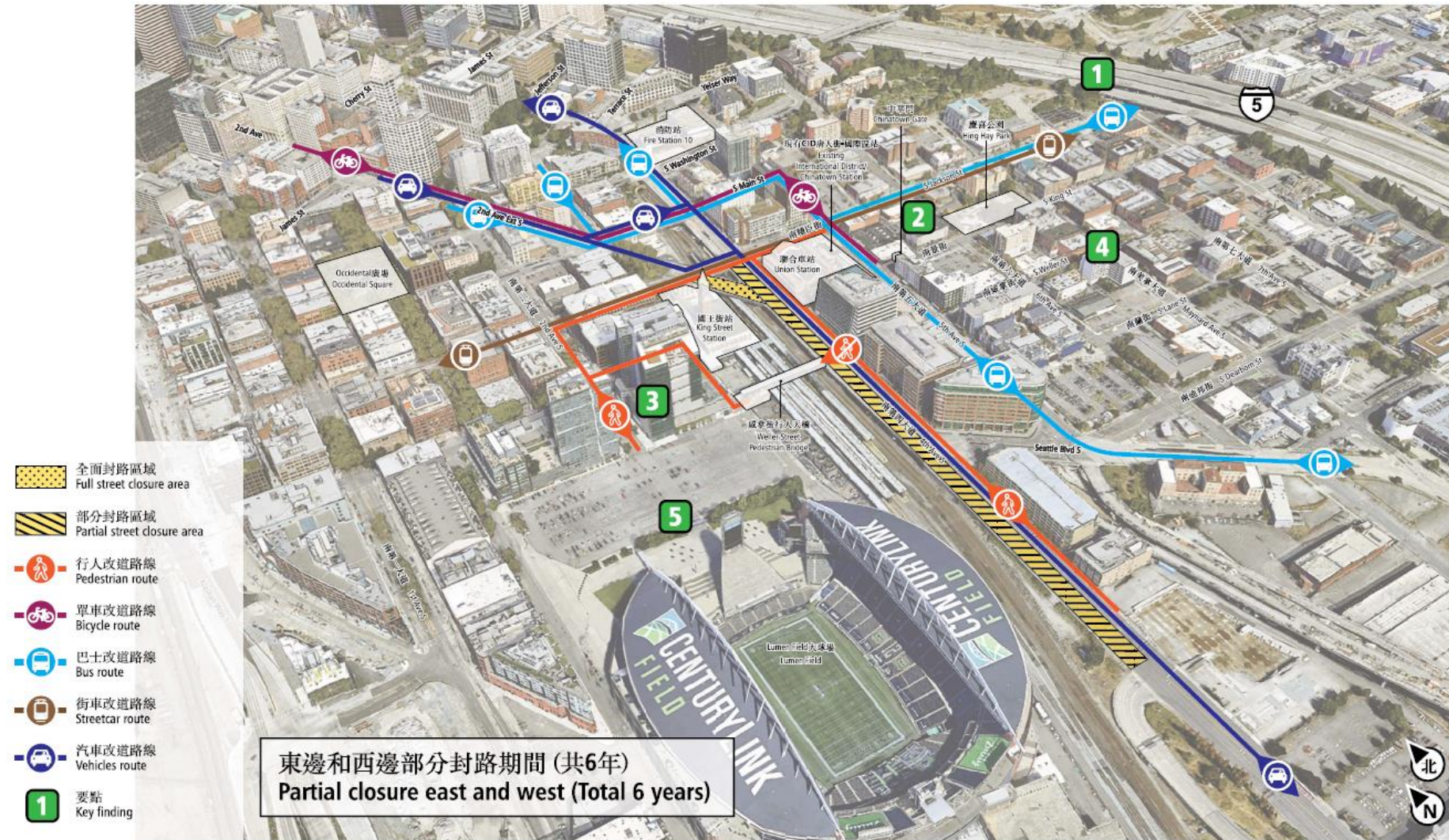
第四大道淺層方案 - 全面封路區域和改道路線

4th Avenue Shallow - full closure and detour routes



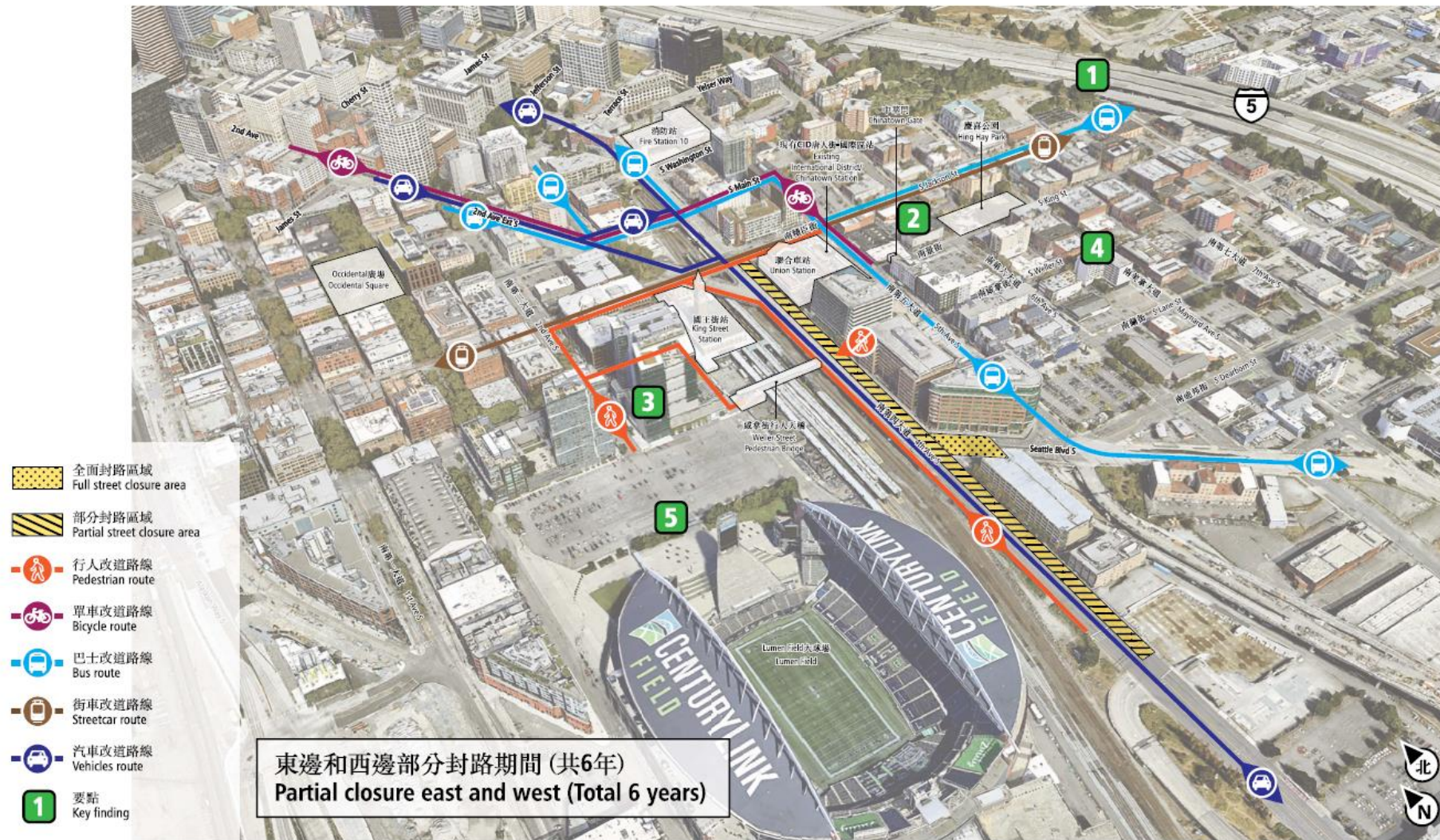
第四大道淺層方案 - 部分封路區域(西邊)和改道路線

4th Avenue Shallow - partial closure (west) and detour routes



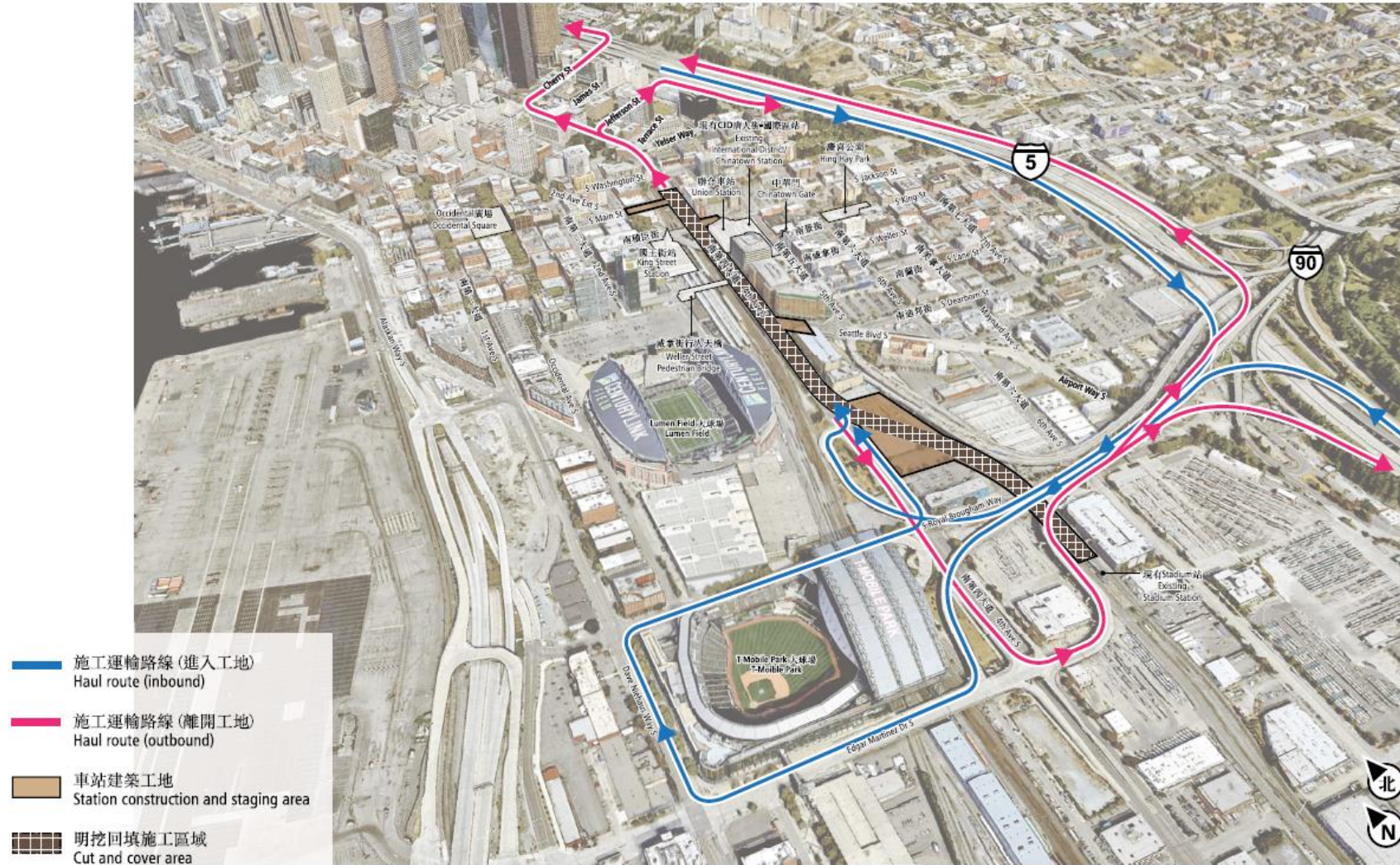
第四大道淺層方案 - 部分封路區域(東邊)和改道路線

4th Avenue Shallow - partial closure (east) and detour routes



第四大道淺層方案 - 車站建築工地和運輸路線

4th Avenue Shallow - station construction area and haul routes



通風和緊急出口選項 - 第四大道淺層車站方案

Ventilation and emergency egress options - 4th Ave Shallow station

隧道通風的設計和運作

Design and operation of tunnel ventilation

車站兩端都需要通風

Ventilation needed at both ends of station

輕軌車輛使用電力運作

Light rail vehicles operate using electric power

通風扇僅在緊急情況下啟動，以排出隧道內的煙霧

Vent fans would be activated only in emergencies to exhaust smoke from tunnel

通風扇每月短暫運行一次，目的是測試其有效性

Vents are run once a month for a brief period to validate functionality

結構的高度決定在與運作的建築距離

Structure height determined by proximity to occupied buildings

案例 Examples



這個緊急出口位於波士頓的車站
結合了凳子和遮陽棚

Incorporating benches and weather protection at a station emergency egress stair in Boston



位於西雅圖UW車站的垂直通風口
Vertical ventilation at UW Station in Seattle



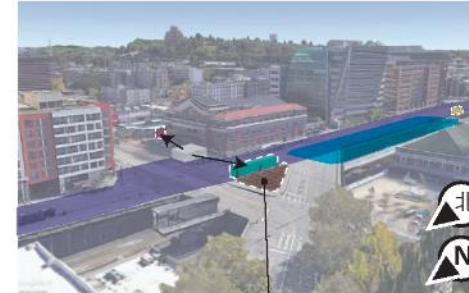
這個波士頓的例子將通風設施與歷史建築結合
This example in Boston illustrates an example of integrating ventilation with historic building

以上圖表展示車站的站點和構造並非按比例繪製，目的只供參考和說明。

南積臣街北邊的兩端
Both north of South Jackson Street

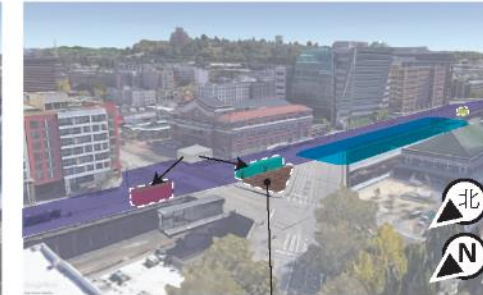


聯合車站的東側和南積臣街的南端
East side of Union Station and south of South Jackson Street



有可能需要在此位置加一個上蓋
Potential need to add a lid in this location

分布於南積臣街的兩端
Split on either side of South Jackson Street



有可能需要在此位置加一個上蓋
Potential need to add a lid in this location

圖例 Legend

- 《環境影響報告草案》北部隧道通風和緊急出口位置
DEIS location for North Tunnel Ventilation and Emergency Egress
- 北部隧道通風
Ventilation Building - North Tunnel
- 南部隧道通風
Ventilation Building - South Tunnel
- 北部緊急出口
Emergency Egress North
- 高架橋更換工程
Viaduct replacement work
- 車站位置
Station Location



Diagrams are an approximate representation of station location for illustrative purposes only. 11/16/2022

《環境影響報告草案》第四大道淺層方案車站加建上蓋概念:社區提出第四大道交通繞道構想

Lid concept for Draft EIS 4th Shallow station – community proposed 4th Ave traffic detour idea

道路工程的界限
Limits of roadway construction

上蓋
Lid

往北行繞道
Northbound detour

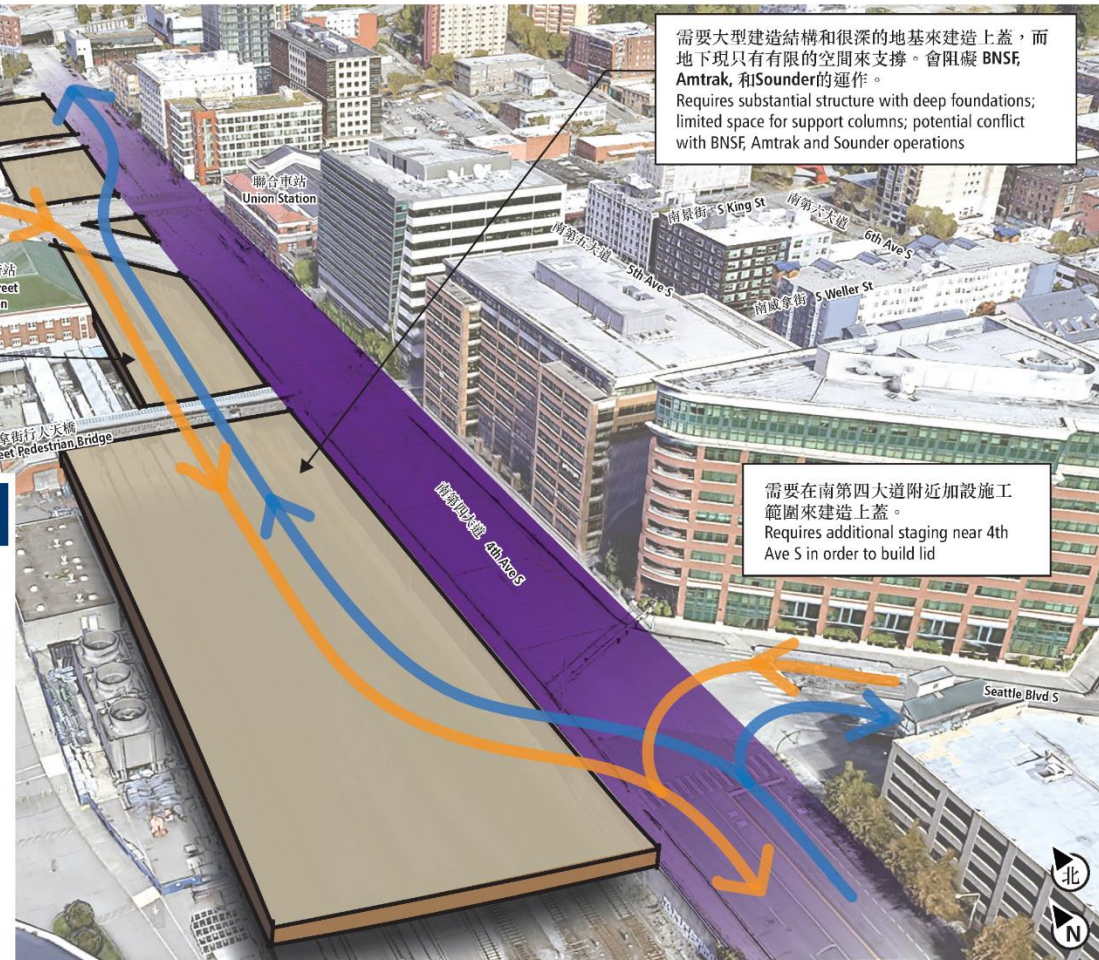
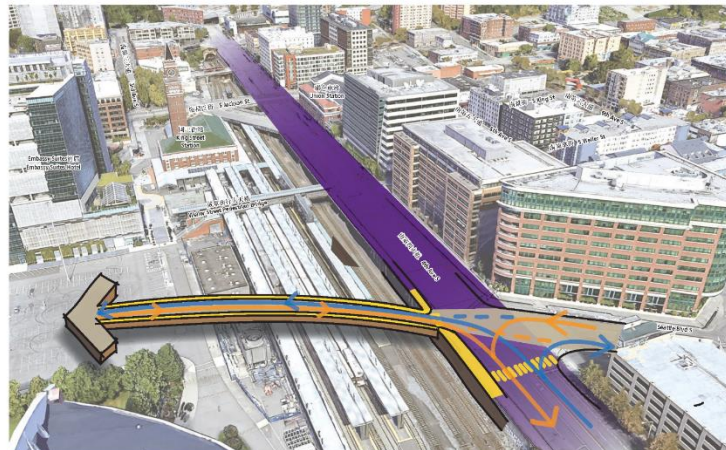
往南行繞道
Southbound detour

如需要在上蓋行駛交通的話，上蓋路面會高於現有第四大道，以便為下面的火車提供足夠的行駛空間。
A lid that could support traffic would need to be higher than existing adjacent roadways to provide clearance to trains below

需要大型建造結構和很深的地基來建造上蓋，而地下現只有有限的空間來支撐。會阻礙 BNSF, Amtrak, 和 Sounder 的運作。
Requires substantial structure with deep foundations; limited space for support columns; potential conflict with BNSF, Amtrak and Sounder operations

需要在南第四大道附近加設施工範圍來建造上蓋。
Requires additional staging near 4th Ave S in order to build lid

其他構想: 近 Seattle Blvd S 橫過 BNSF 的新連接概念
Other idea: new connection across BNSF near Seattle Blvd S



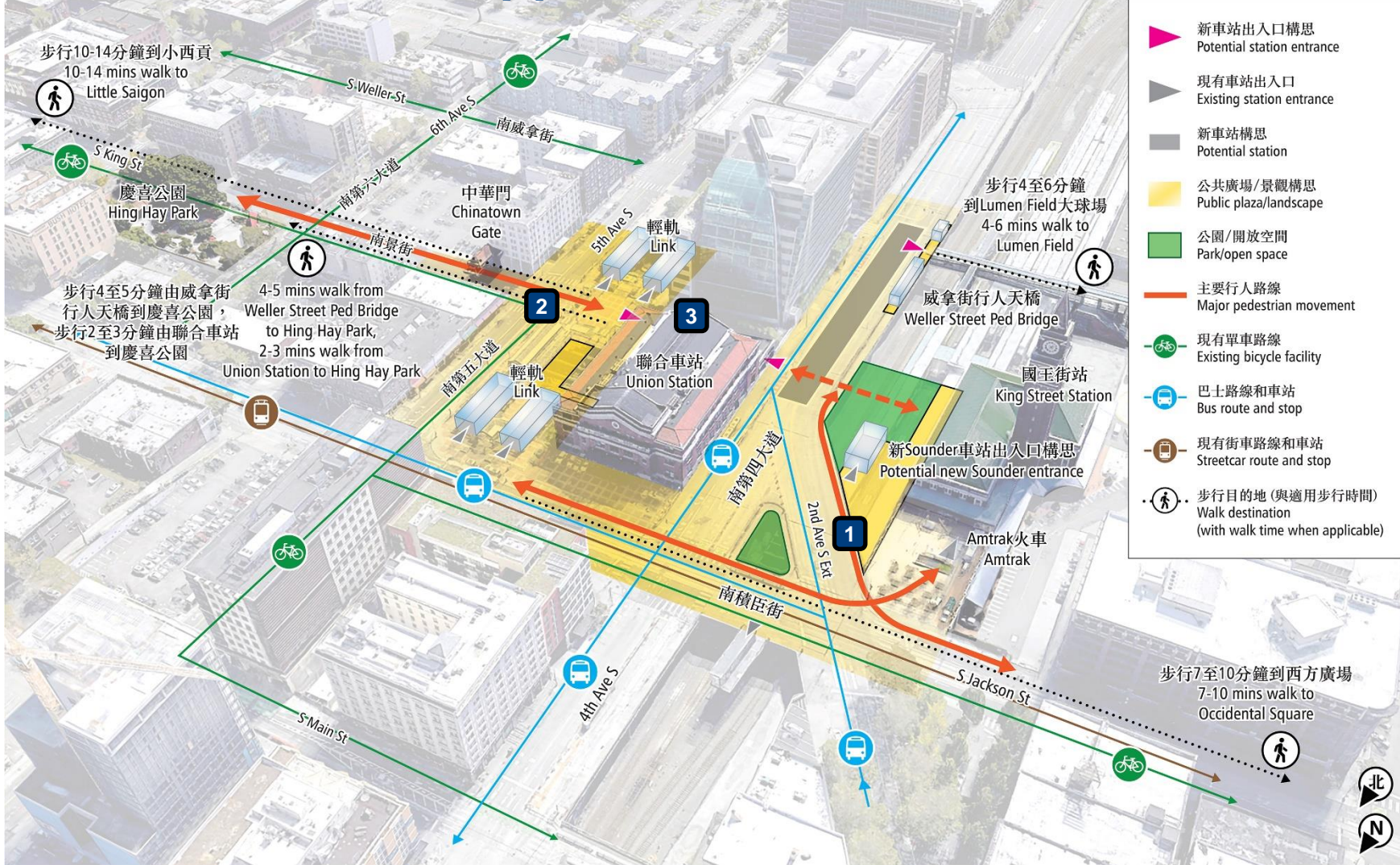
以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

SOUNDTRANSIT

11/16/2022

南第四大道淺層: 機遇與問題

4th Ave Shallow: opportunities and issues



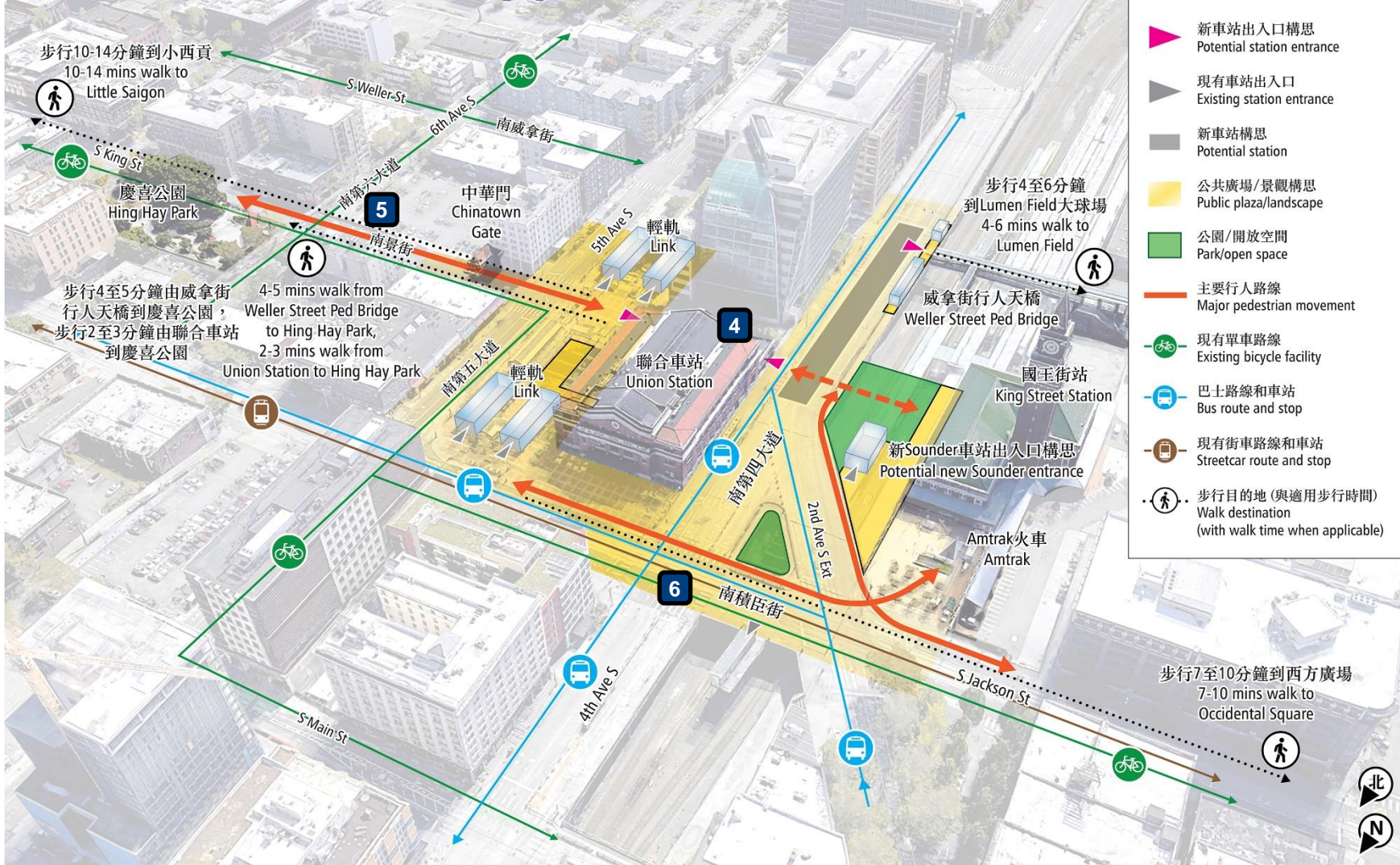
1 具有公園空間, Sounder 車站出入口和活動空間的潛在上蓋
Potential lid with park space, Sounder access, and space for activities

2 改善和激活廣場空間, 創造充滿活力的空間, 將社區成員聚集在一起
Improve and activate plaza space, to create lively space with uses to bring community members together

3 車站大堂出入口將有助於激活聯合車站
Station entrance in the concourse would help to activate Union Station

南第四大道淺層: 機遇與問題

4th Ave Shallow: opportunities and issues



進一步研究總結:

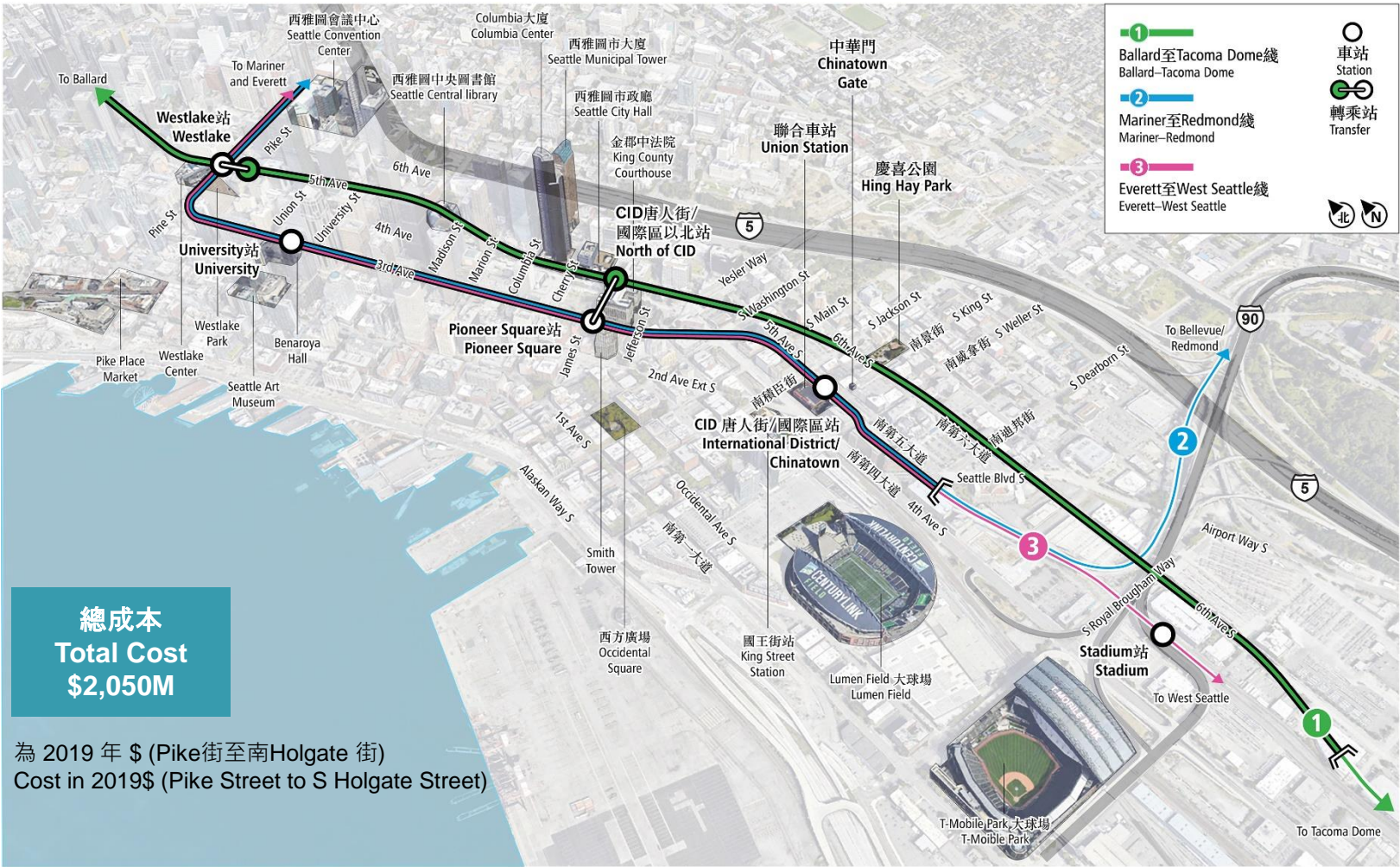
CID 唐人街/國際區以北 (沒有Midtown站)

Further study summary:

North of CID (No Midtown)

CID 唐人街/國際區以北 (沒有Midtown站)

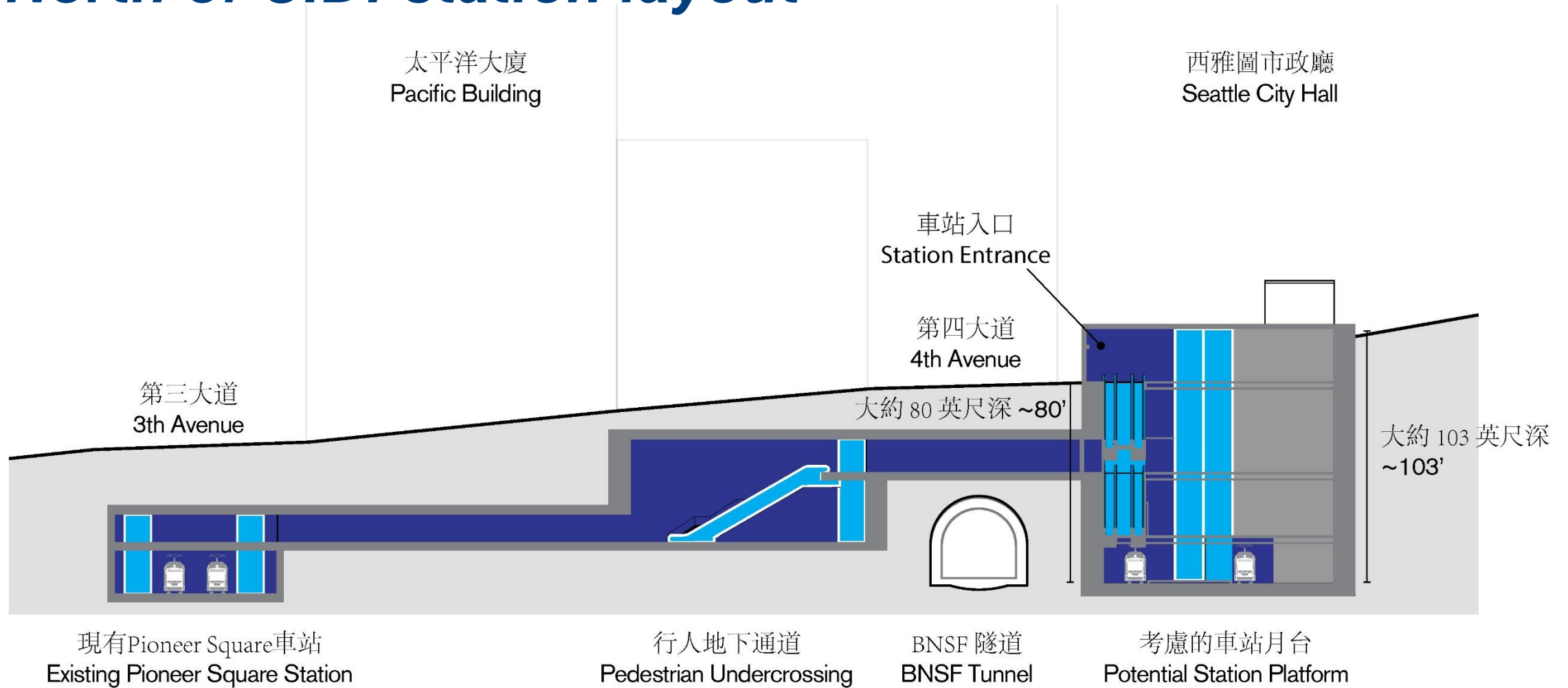
North of CID (No Midtown)



載客量和乘客體驗 Ridership and passenger experience		
一號線在兩個車站上的每日登車人次總和 Total 1 Line daily boardings at 2 stations		51,200 乘客 passengers
CID 唐人街/國際區以北站換乘時間 Transfer time at North of CID		3分 15 秒 3m 15s
車站深度 CID 唐人街/國際區以北站 North of CID	Station Depth	80-105 英尺 feet
社區和區域交通連接 Community and regional access		
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station		44 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station		45 分鐘 minutes
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City		44 分鐘 minutes

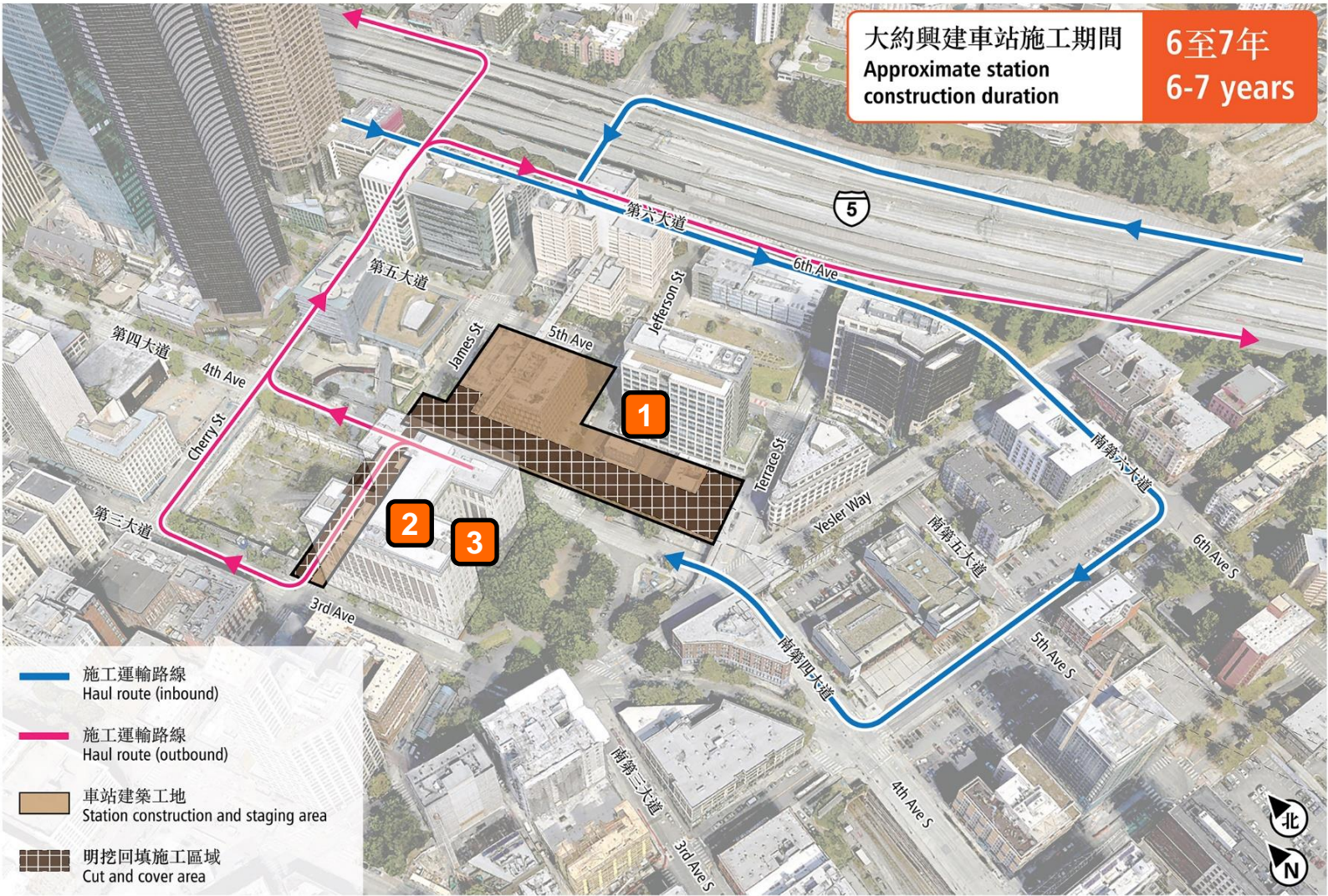
CID 唐人街-國際區以北車站: 車站佈局

North of CID: station layout



CID唐人街/國際區以北車站:施工時的影響

North of CID: construction effects



1

搬遷金縣行政大樓和其他提供社會服務的建築物, 包括Hotel Reynolds (工作釋放設施) 和團體護理之家/公寓
Displaces King County Administration Building and other buildings that house social services, including Hotel Reynolds (Work Release Facility) & Group Care Home/Apartments

2

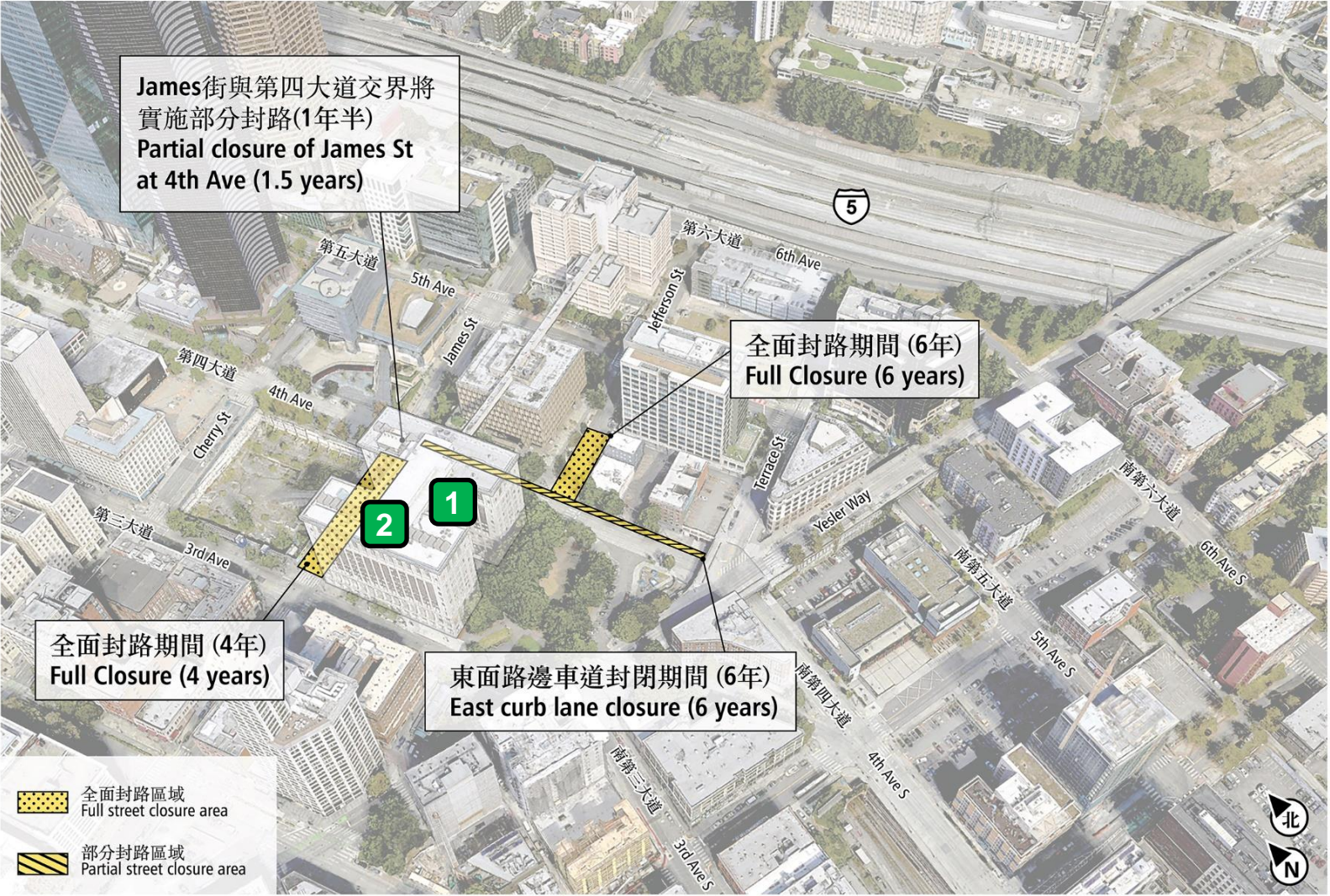
未發展物業的潛在車站入口機遇, 需要與發展計劃協調
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans

3

可以暫時將無軌電車從 James St 轉移到附近的走廊 (取決於車站格局設計)
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

CID唐人街/國際區以北車站:交通影響

North of CID: traffic effects



1 與現有Pioneer Square站的地下連接走廊建設可能需要關閉第三和第四大道之間的James街, 具體取決於車站格局設計

Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration

2 通過將地下連接走廊移動到私人物業來減少James街關閉的機會

Opportunity to reduce James Street closure by moving underground connection onto private property

初步研究結果。分析仍在進行中, 可能會作出變更。
Preliminary findings. Analysis is ongoing and is subject to change.

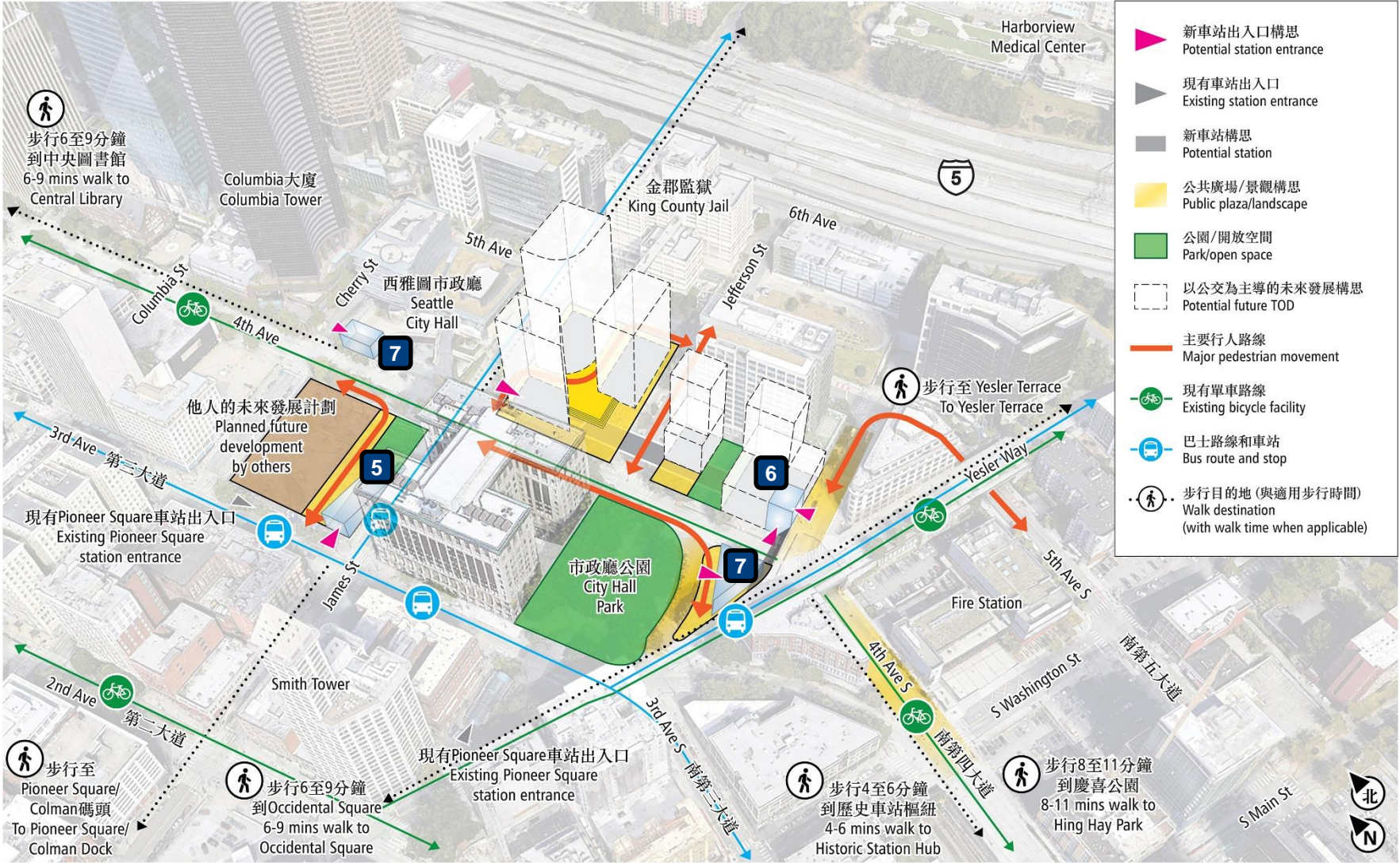
CID唐人街/國際區以北車站: 機遇與問題

North of CID: opportunities and issues



CID唐人街/國際區以北車站: 機遇與問題

North of CID: opportunities and issues



5 改善Pioneer Square車站出入口和車站之間連接的合作夥伴機遇，可支持改善該地區公共安全

Partnership opportunity to improve Pioneer Square station entrance and connection between stations, potentially supporting efforts to improve public safety in the area

6 於Yesler Way和第四大道交界的多層車站出入口有助於解決車站以東的陡坡地形

Multi-level station entrance serving Yesler Way and 4th Ave to help address steep terrain to the east of the station

7 市政廳和市政廳公園額外車站出入口的合作夥伴機遇

Partnership opportunity for additional entrances at City Hall and City Hall Park

進一步研究總結:

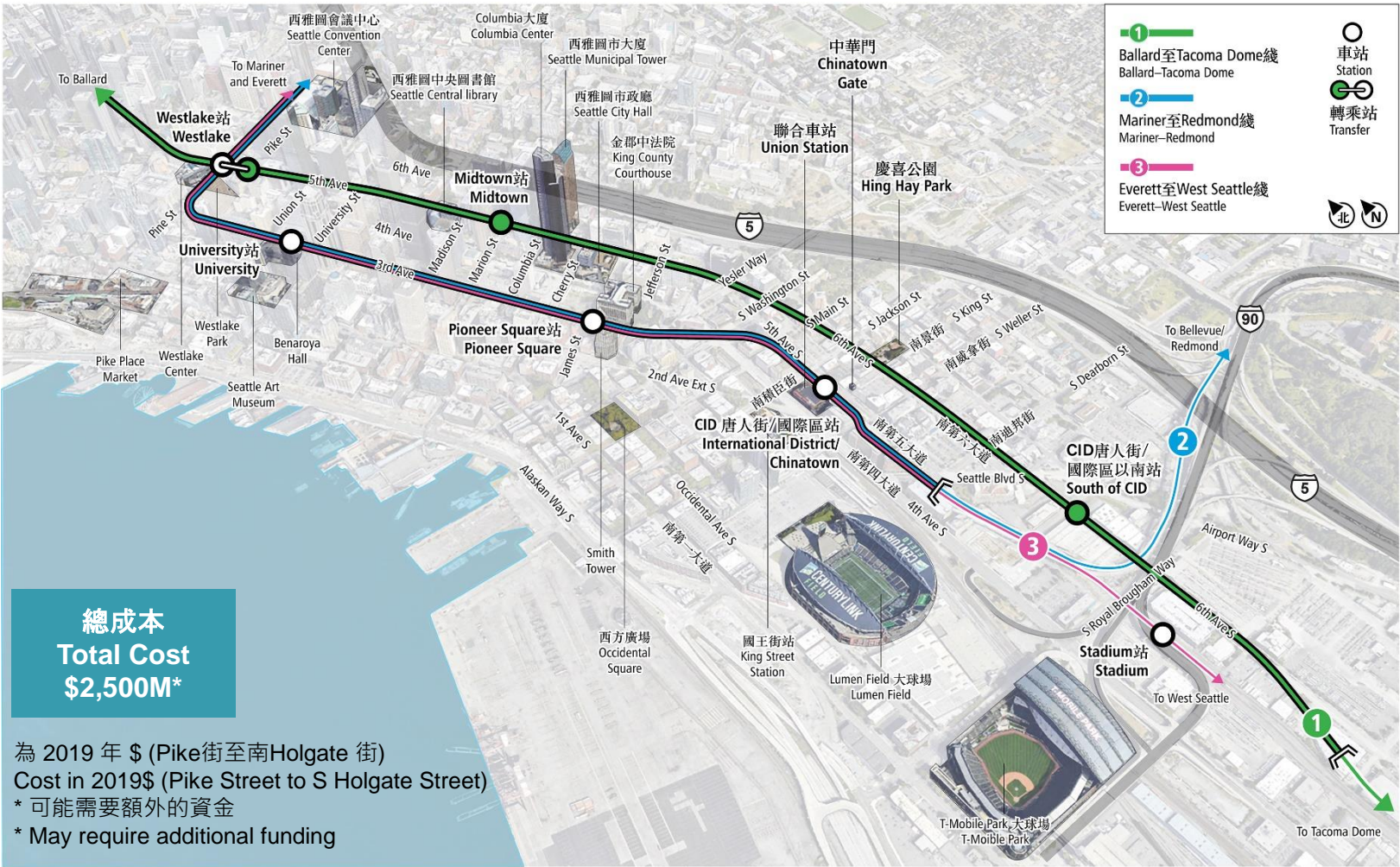
CID 唐人街/國際區以南站+Midtown站

Further study summary:

South of CID + Midtown

CID 唐人街/國際區以南站+Midtown站

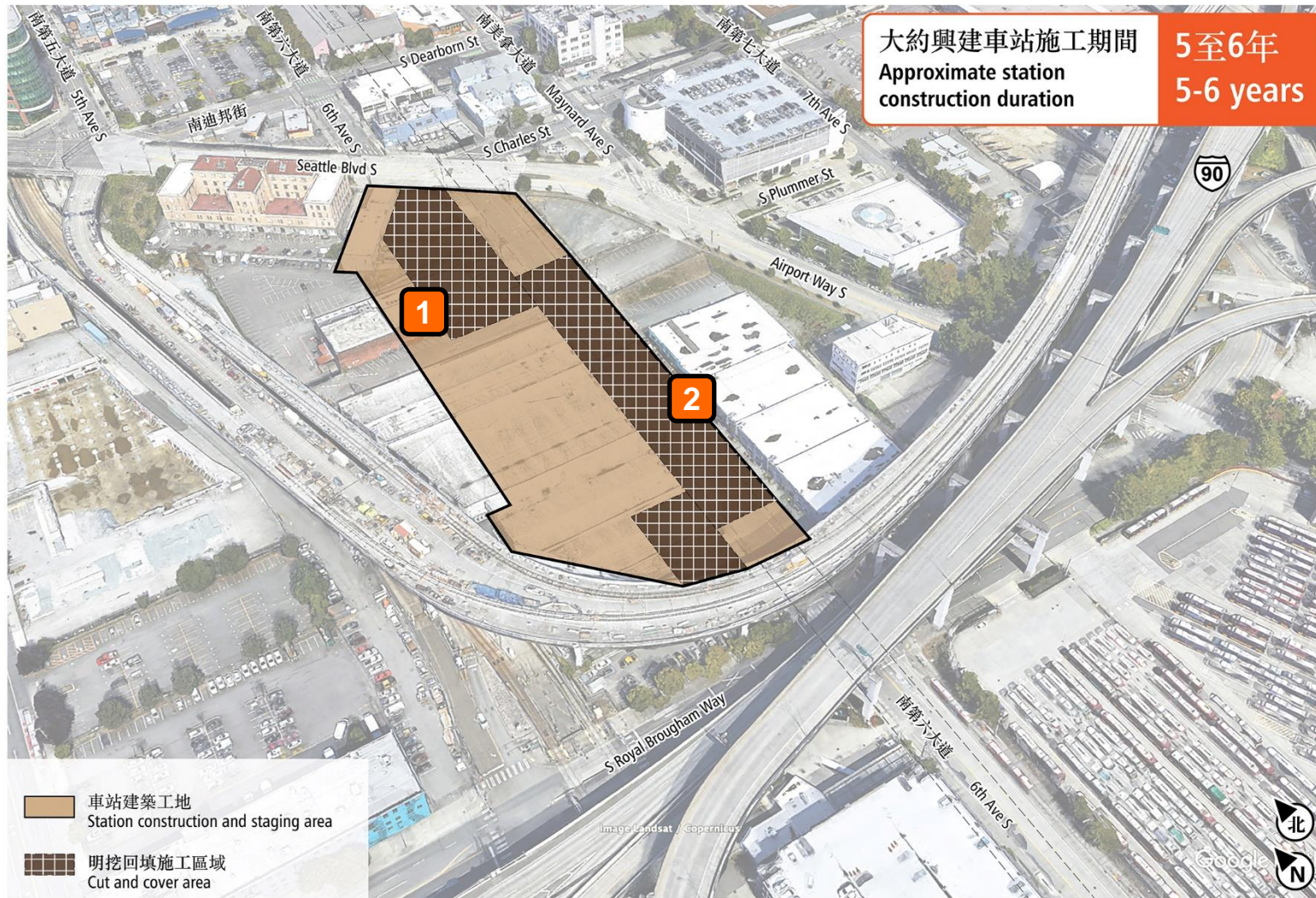
South of CID + Midtown



載客量和乘客體驗 Ridership and passenger experience	
一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	51,200 乘客 passengers
從CID 唐人街/國際區以南站到國際區/唐人街站換乘時間 Transfer/access to ID/C from South of CID	5-6 分 5-6 minutes
車站深度 Station Depth	
Midtown 站 Midtown	140-145 英尺 feet
CID 唐人街/國際區以南站 South of CID	95-115 英尺 feet
社區和區域交通連接 Community and regional access	
慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	41 分鐘 minutes
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	47 分鐘 minutes
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City	44-50 分鐘 minutes

CID唐人街/國際區以南車站:施工時的影響

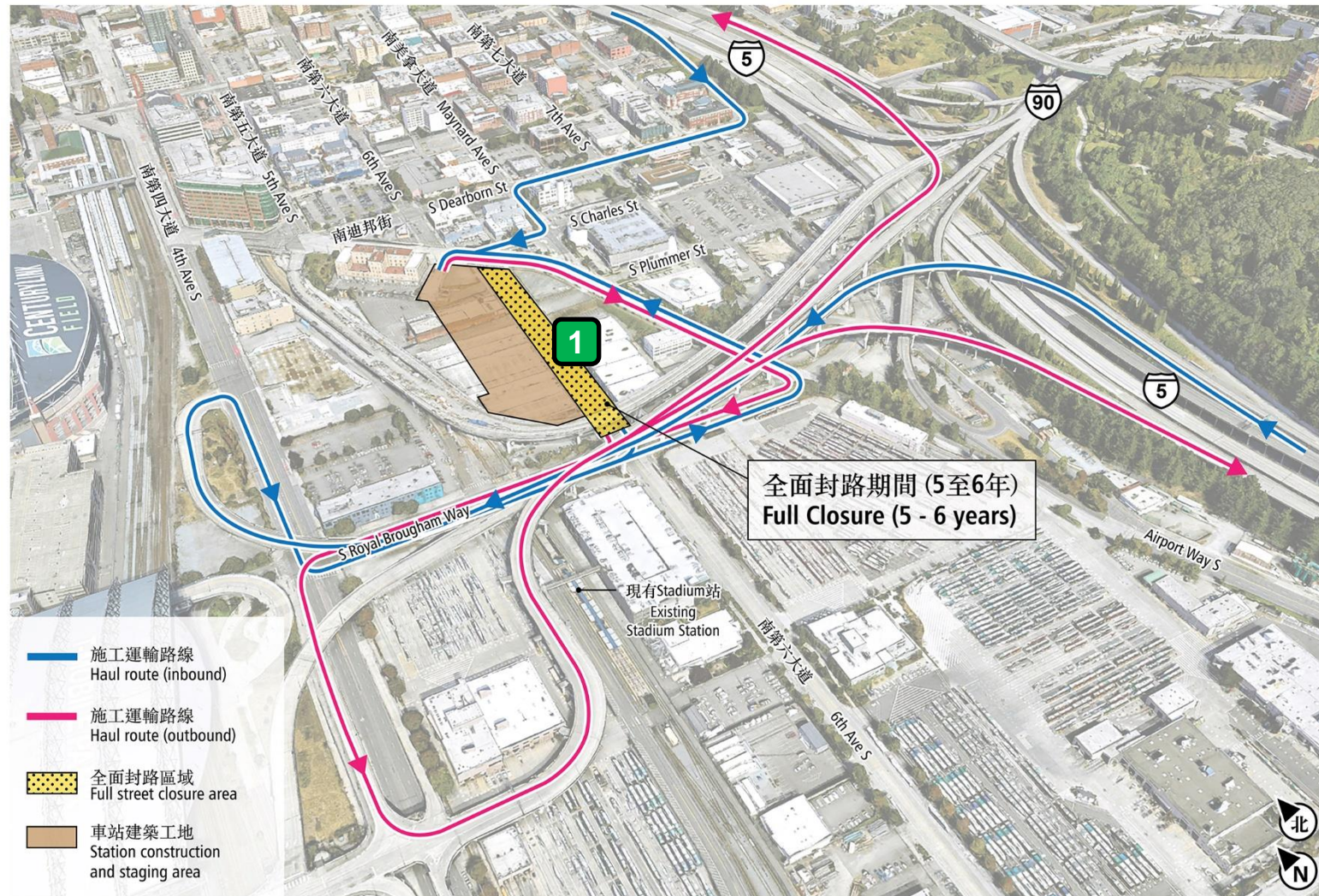
South of CID: construction effects



- 1 車站出入口和建築工地需要與任何未來的發展計劃互相協調
Station entrances and staging areas would need to be coordinated with any future development plans
- 2 與南第六大道的 16 英寸高壓輸氣管線和計劃中的 SCL 高壓電力線存在潛在衝突
Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S

CID唐人街/國際區以南車站:交通影響

South of CID: traffic effects



1 施工需要完全關閉 Seattle Boulevard S 和 S Royal Brougham 之間的南第六大道, 這對整體交通和道路封閉影響較小

Construction requires full closure of 6th Ave S between Seattle Boulevard S and S Royal Brougham, which has fewer overall traffic and road closure implications

CID唐人街/國際區以南車站：機遇與問題

South of CID: opportunities and issues



- 1 連接到潛在的 *Sounder* 車站出入口和 *BNSF* 上的潛在行人天橋(合作夥伴關係)

Connection to potential Sounder Station entrance and potential ped bridge over BNSF (partnership)

- 2 靠近CID唐人街/國際區的車站出入口和新的公共空間

Station entrance closer to CID with new public space

- 3 重新配置街道/十字路口以改善流通和行人通道

Reconfigure street/intersection to improve circulation and pedestrian access

CID唐人街/國際區以南車站：機遇與問題

South of CID: opportunities and issues



- 4** 將車站出入口納入潛在的未來 eTOD，提供經濟適用住房和零售

Incorporate station entrance into potential future eTOD with affordable housing and retail

- 5** 激活連接公共空間、車站出入口和其他人的開發項目以激活的步行路線（合作夥伴關係和潛在的 eTOD 機會）

Activate pedestrian route connecting public spaces, station entrance, and potential future development (partnership and potential eTOD opportunity)

- 6** 通過充足的行人道和照明以改善體育場的連接

Improve stadium connection with ample sidewalks and lighting

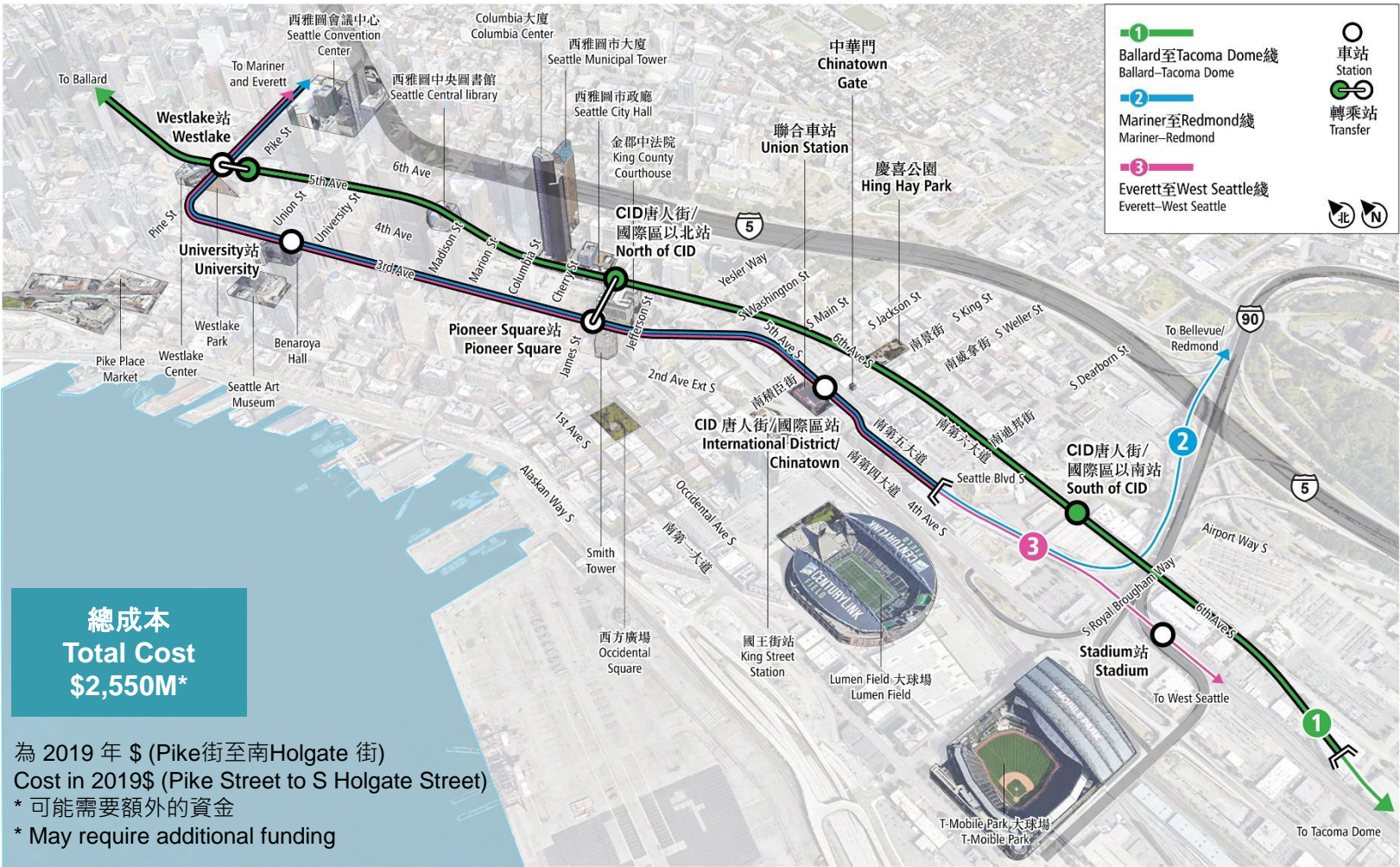
進一步研究總結:

*CID 唐人街/國際區以北站 + 以南站
(沒有Midtown站)*

Further study summary:

North + South of CID (No Midtown)

CID 唐人街/國際區以北站 + 以南站 (沒有Midtown站) North + South of CID (No Midtown)



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車站深度 Station Depth	
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Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	45 分鐘 minutes

後續步驟

Next steps

CID 唐人街/國際區互動參與過程

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

謝謝.
Thank you.



 [soundtransit.org](https://www.soundtransit.org)

